

*Appendix D*  
*Air Quality Data*

# **BAAQMD CEQA GUIDELINES**

## **Assessing the Air Quality Impacts of Projects and Plans**

**Prepared by the Planning and Research Division of the  
Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109**

**December, 1999**

*This document is intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The GUIDELINES include information on legal requirements, BAAQMD rules, plans and procedures, methods of analyzing air quality impacts, thresholds of significance, mitigation measures, and background air quality information. Copies and updates are available from the BAAQMD Public Information Office at (415) 749-4900. Questions on content may be addressed to the BAAQMD's Planning and Transportation Section at (415) 749-4995.*

<i>Ellen Garvey</i>	- <i>Air Pollution Control Officer</i>
<i>Peter Hess</i>	- <i>Deputy Air Pollution Control Officer</i>
<i>Thomas Perardi</i>	- <i>Director, Planning &amp; Research Division</i>
<i>Jean Roggenkamp</i>	- <i>Manager, Planning and Transportation Section</i>

**3. Local Plan Impacts Associated with Odors and Toxics.** For local plans to have a less than significant impact with respect to potential odors and/or toxic air contaminants, buffer zones should be established around existing and proposed land uses that would emit these air pollutants. Buffer zones to avoid odors and toxics impacts should be reflected in local plan policies, land use map(s), and implementing ordinances (e.g., zoning ordinance). Refer to the discussion regarding project operations impacts related to odors, toxics and accidental releases for guidance in establishing buffer zones in local plans.

## **2.4 Project Screening**

It sometimes may be evident to the Lead Agency that an EIR will be required for a project. In such cases the Lead Agency may forgo preparing an Initial Study and immediately begin preparing an EIR (State CEQA Guidelines, Section 15060(c)). In many cases, however, the Lead Agency will need to prepare an Initial Study to determine whether any of the thresholds of significance discussed in this chapter would be exceeded. Chapter 3 provides guidance on how to assess the air quality impacts of a proposed project.

For one of the thresholds of significance (total emissions from project operations), project screening may provide a simple indication of whether a project may exceed the threshold. The Lead Agency may consult Table 6 for an indication as to whether the threshold for total emissions from project operations might be exceeded. Table 6 provides size or activity levels for various types of land uses which, based on default assumptions, would result in mobile source emissions exceeding the District's threshold of significance for NO<sub>x</sub> (80 lbs/day). The values provided in Table 6 are based on average, default assumptions for modeling inputs using the URBEMIS7G model (described in Section 3.4).<sup>10</sup> Therefore, the values in Table 6 represent approximate sizes of projects for which total emissions may exceed the threshold. The values should be used only for project screening, and should not be considered absolute thresholds of project significance. Projects approaching or exceeding the levels indicated in Table 6 should undergo a more detailed analysis, as described in Chapter 3. The District recommends that a more detailed analysis be conducted for any project whose size is within 20% of the values indicated in Table 6. The District generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting.

---

<sup>10</sup> The values were calculated using the URBEMIS7G model based on default assumptions for the SF Bay Area:

- Emission factors based on EMFAC7G.
- Average speed of 30 mph and URBEMIS7G default trip lengths.
- Analysis year of 2000.
- Trip generation rates as indicated in table.

The total number of trips for projects with potentially significant impacts varies somewhat between land uses. This is primarily because different land uses generate different distributions of trip type (e.g., home to work, home to shop, etc.) with varying percentages of cold and hot starts.

The Lead Agency should note that Table 6 only addresses one threshold of significance. There are other air quality issues, such as high CO concentrations, odors, toxics and cumulative impacts, that must be considered when evaluating a project's potential for causing adverse air quality impacts. Depending on the nature of the project and local conditions, a project below the values in Table 6 could still cause an adverse air quality impact.

**TABLE 6**  
**PROJECTS WITH POTENTIALLY SIGNIFICANT EMISSIONS**

Land Use Category	Trip Generation Rate*	Size of Project Likely to Generate 80 lb/day NOx
<u>Housing</u>		
Single Family	9.4/d.u.	320 units
Apartments	5.9/d.u.	510 units
<u>Retail</u>		
Discount Store	48.3/1000 sq.ft.	87,000 sq.ft.
Regional Shopping Center	96.2/1000 sq.ft.	44,000 sq.ft.
Supermarket	178/1000 sq.ft.	24,000 sq.ft.
<u>Office</u>		
General Office	10.9/1000 sq.ft.	280,000 sq.ft.
Government Office	68.9/1000 sq.ft.	55,000 sq.ft.
Office Park	12.8/1000 sq.ft.	210,000 sq.ft.
Medical Office	37.1/1000 sq.ft.	110,000 sq.ft.
<u>Other</u>		
Hospital	13.8/1000 sq.ft.	240,000 sq.ft.
Hotel	8.7/room	460 rooms

\* Trip rates for many land uses will vary depending upon size of project. See latest edition of Trip Generation, Institute of Transportation Engineers.

*Appendix E*  
*Cultural Resources Search*

**Final**

**Cultural Resources Report for the Santa Clara  
Family Resources Courthouse, City of San  
Jose, Santa Clara County**

*Prepared for:*

Administrative Office of the Court  
280 South First St  
San Jose, CA 95113  
408/535-5364

*Prepared by:*

ICF Jones & Stokes  
620 Folsom Street, Suite 200  
San Francisco, CA 94107  
Contacts: Alisa Reynolds and Joanne Grant, RPA  
415/677-7178

This report contains confidential cultural resources location information; report distribution should be restricted to those with a need to know. Cultural resources are nonrenewable, and their scientific, cultural, and aesthetic values can be significantly impaired by disturbance. To deter vandalism, artifact hunting, and other activities that can damage cultural resources, the locations of cultural resources should be kept confidential. The legal authority to restrict cultural resources information is in California Government Code 6254.10.

December 2009

ICF Jones & Stokes. 2009. Cultural Resources Report for the Santa Clara Family Resources Courthouse,  
City of San Jose, Santa Clara County. Final. December. (ICF J&S 00500.09) San Francisco, CA.  
Prepared for Administrative Office of the Court, San Jose, CA.

# Summary of Findings

The Administrative Office of the Courts (AOC) proposes to construct a new Santa Clara Family Resources Courthouse on a project site located in the City of San Jose, near the intersection of North Market and Devine Streets, for use by the Superior Court of California, County of Santa Clara (Superior Court). The purpose of the Santa Clara Family Resources Courthouse project (the Project) is to replace the five existing leased facilities and consolidate the services into a new courthouse facility for the Superior Court.

This report is being prepared for California Environmental Quality Act (CEQA) review in an effort to determine the potential for the proposed project to result in a significant impact under CEQA. CEQA requires a project proponent to identify significant historical and archeological resources that may be affected by the project, assess the significance of the impacts on these resources, and identify ways to avoid or reduce significant impacts.

In an attempt to identify archaeological and historic architectural resources within the project study area, ICF Jones & Stokes archaeologists and architectural historians conducted pre-field research that included a literature search for previously recorded resources, correspondence with the California Native American Heritage Commission (NAHC), local Native American representatives, and other interested parties, and pedestrian surveys of the study area for archaeological and architectural resources (during July 2009).

For the purposes of this study, ICF Jones & Stokes identified and assessed impacts of the Project to one (1) historic property (Moir Building/St. James Hotel) within the study area and one (1) historic district (St. James Square Historic District, see Figure 4) adjacent to the study area. Both the historic district and the individual property are formally listed in the NRHP. A more detailed discussion of these resources is included in Section 4.



# Table of Contents

<b>Section 1</b>	<b>1-1</b>	
1.1	Introduction .....	1-1
1.2	Regulatory Setting .....	1-3
1.3	Archaeological Study Area.....	1-8
1.4	Architectural Study Area .....	1-8
1.5	Personnel Qualifications .....	1-9
<b>Section 2</b>	<b>2-1</b>	
2.1	Research Methods.....	2-1
2.2	Previous Studies .....	2-4
2.3	Native American Correspondence .....	2-5
2.4	Historical Society Correspondence.....	2-5
<b>Section 3</b>	<b>3-1</b>	
3.1	Natural Environment .....	3-1
3.2	Prehistory.....	3-3
3.3	Paleoenvironmental and Geomorphic Contexts .....	3-6
3.4	Historical Context.....	3-7
<b>Section 4</b>	<b>4-13</b>	
4.1	Survey Methods .....	4-13
4.2	Survey Findings .....	4-13
<b>Section 5</b>	<b>5-1</b>	
5.1	Archaeological Resources .....	5-1
5.2	Architectural Resources.....	5-1
5.3	Architectural Summary of Conclusions and Recommendations.....	5-3
<b>Section 6</b>	<b>6-6</b>	
6.1	Bibliography .....	6.1

## Appendices

Appendix A.....	Records Search Results
Appendix B.....	Native American Correspondence
Appendix C .....	Historical Society Correspondence

Tables

On Page

Table 1, Superior Court's Leased Facilities in Downtown San Jose..... 1-1

Table 2, Recorded Cultural Resources within ¼-mile of the Study Area .....2-2

Table 3, Historic-Era Buildings in Vicinity of Study Area .....2-4

Table 4, Previous Studies Conducted within the Study Area.....2-4

Table 5, Historic-Era Properties within the Study Area .....4-2

Figures

Follows Page

Figure 1, Site Vicinity Map ..... 1-1

Figure 2, Study Area ..... 1-1

Figure 3, St. James Square Historic District .....5-3

# Acronyms and Abbreviations

AOC	Administrative office of the courts
BGSF	Building Gross Square Feet
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
cm	centimeters
CRHR	California Register of Historical Resources
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
PRC	Public Resources Code
proposed project	Santa Clara Family Resources Courthouse, City of San Jose, Santa Clara County
SHPO	State Historic Preservation Officer
USGS	U.S. Geological Survey

# Section 1

## Introduction

### 1.1 Introduction

The Administrative Office of the Courts (AOC) proposes to construct a new courthouse on the project site located in the City of San Jose, near the intersection of North Market and Devine Streets, for use by the Superior Court of California, County of Santa Clara (Superior Court). The purpose of the Santa Clara Family Resources Courthouse project (the Project) is to replace the five existing leased facilities and consolidate the services into a new courthouse facility for the Superior Court.

ICF Jones & Stokes prepared this Cultural Resources Evaluation Report in support of the proposed Santa Clara County, City of San Jose, in Santa Clara County, California (Figures 1 and 2), in an effort to assess the potential for the proposed project to result in a significant impact under CEQA.

The Administrative Office of the Courts (AOC) proposes to construct a new Santa Clara Family Resources Courthouse on the project site for use by the Superior Court of California, County of Santa Clara (Superior Court). The AOC proposes to acquire two parcels with an existing parking lot, consolidate the parcels, remove the parking lot, construct a new 22-courtroom courthouse on the consolidated parcels, and operate the courthouse for the Superior Court. The new courthouse will replace the existing leased facilities, shown in Table 1, to consolidate existing services into one building. Figure 1 provides a site vicinity map.

**Table 1. Superior Court's Leased Facilities in Downtown San Jose**

Facility	Address	Function	Notes
Superior Court Administration	111 W. St. John Street	Office space	10,577 BGSF
Terraine Courthouse	115 Terraine Street	Drug Court	44,680 BGSF with 10 courtrooms
Family Court	170 Park Center Plaza	Family Court	29, 703 BGSF with 6 courtrooms
Notre Dame Courthouse	99 Notre Dame Avenue		14,004 BGSF with 2 courtrooms
Probate Investigators	111 W. St. John Street	Office space	4,442 BGSF
BGSF - building gross square feet			

## Project Purpose and Description

The purpose of the Santa Clara Family Resources Courthouse project (the project) is to replace the five existing leased facilities and consolidate the services into a new courthouse facility for the Superior Court. The project's objectives are to:

- Consolidate judicial operations from other facilities into one facility;
- Replace outdated, worn, and undersized buildings;
- Relieve the Court's current shortage of space; and
- Provide space for new judicial services and improved facilities with better internal security and access for judicial staff and the public.

## Project Characteristics

The Santa Clara Family Resources Courthouse will be a seven-story building plus a roof-top machinery room with a total height of approximately 120 feet. The proposed courthouse will have approximately 195,000 building gross square feet (BGSF) and will house the following departments:

- Family Court (10 Courtrooms);
- Juvenile Dependency Court (4 Courtrooms);
- Drug Court (6 Courtrooms);
- Probate;
- Civil Grand Jury;
- Court Administration, Human Resources, and Finance,
- Family Court Services;
- Court Settlement Unit;
- Child Waiting;
- Self-Help Center;
- In-Custody Central Holding;
- Sheriff's Operation Office; and
- Juvenile Dependency, Drug Court, and Family Court Justice Partners.

The AOC's siting of the proposed courthouse links with St. James Park, the Downtown Superior Court Courthouse, and Historic Courthouse. It includes two intersecting building wings—The first wing has a two-story open plaza with three stories above the plaza, and the second wing is a seven-story courtroom block. The new courthouse will face West St. James Street to the southeast and the main entrance to will be located near the intersection of West St. James Street and North 1<sup>st</sup> Street on the western side of the site. The entrance will be at the center of the lower bar, aligned with cross-axis of the courthouses on the opposite side of St. James Street.

The first wing will house public functions such as the Clerks, Family Court Services and Justice Partners. The second wing will include courtrooms, administrative functions, and a mechanical equipment penthouse.

The courthouse will include approximately 35 surface parking spaces for judicial officers and court executives, 18 secured parking spaces in the building's basement and a secured basement sallyport (secure passageway or tunnel) for transport of in-custody detainees. The facility will not have parking for

the public, jurors, or most of the Superior Court’s staff. The basement parking and sallyport will be provided with a driveway entrance on Devine Street and exit on North Market Street. Detainee Buses will travel to the site via the Julian Exit from State Route 87 to St. James Street, North First Street, and Devine Street. Buses will exit the sallyport onto North Market Street.

Existing landscaped areas along the perimeter of the site will be retained where possible. Additional landscaping will be provided around the new courthouse.

The proposed project works in tandem with the various design guidelines, with the lower component being the portion in the St. James Historic District. While it is between 5-10 feet over the prescribed height limit for the Historic District, it promotes interaction with the park and creates open space on the site as prescribed by the design guidelines.

## **Project Location**

The project site is located in downtown San Jose in Santa Clara County, California approximately 0.2 miles northeast of State Route 87 (Guadalupe Parkway) and 1.0 miles northwest of Interstate 280. North Market Street, West St. James Street, North First Street, and Devine Street border the project site. The site is immediately northwest of the existing Historic Courthouse and Downtown Superior Court Courthouse, and west of the Historic St. James Park and the St. James Square Historic District (District).

The General Plan designates the southeastern corner of the project as within an “Area of Historic Sensitivity.” Therefore, in addition to a planning permit, the project must conform to the City’s guidelines for the St. James Square Historic District and may require Historic Landmarks Commission review.

## **1.2 Regulatory Setting**

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. Numerous laws, regulations, and statutes, on both the federal and state levels seek to protect and target the management of cultural resources. Since federal and California state evaluation criteria for cultural resources are generally consistent, an application of one set of criteria essentially conforms to the other.

## **State Regulations**

### **CEQA and Cultural Resources**

CEQA applies to all discretionary projects undertaken or subject to approval by the State’s public agencies (California Code of Regulations [CCR] 14(3) §15002(i). CEQA states that it is the policy of the State of California to:

take all action necessary to provide the people of the state with...historic environmental qualities...and preserve for future generations examples of the major periods of California history (California Public Resources Code [PRC] §21001(b), (c). A project with an effect that may cause

a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (CCR 14(3) §15064.5(b).

The CEQA Statute and Guidelines include procedures for identifying, analyzing, and disclosing potential adverse impacts to historical resources, which include all resources listed in or formally determined eligible for listing in the CRHR or local registers.

CEQA requires that historical resources, which include architectural resources and prehistoric and historic-era archaeological resources, be taken into consideration during the CEQA planning process (CCR 14.3 §15064.5; PRC §21083.2. If feasible, adverse effects to historical resources must be avoided, or the effects mitigated (CCR 14(3) §15064.5 (b)(4). The significance of an historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the CRHR.

## California Public Resources Code

As part of the determination made pursuant to §21080.3 the lead agency shall determine whether the project may have a significant effect on archaeological and historical resources.

CEQA defines a “historical resource” as a resource that meets any of the following criteria:

- A resource listed in, or determined to be eligible for listing in, the CRHR (PRC §5024.1, CCR 14.3, §4850 et seq.);
- A resource included in a local register of historical resources, as defined in PRC§ 5020.1(k);
- A resource identified as significant (e.g., rated 1-5) in a historical resource survey meeting the requirements of PRC §5024.1(g); or
- Determined to be a historical resource by a project’s lead agency, as defined in PRC §5020.1(j) or §5024.1 (CCR 14.3 §15064.5(a)(4).

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource (CCR 14.3 §15064.5(a)(3).

If the cultural resource in question is an archaeological site, CEQA requires that the lead agency first determine if the site is a historical resource as defined in the CCR 14.3 §15064.5[a]). If the site qualifies as a historical resource, potential adverse impacts must be considered in the same manner as a historical resource. If the archaeological site does not qualify as a historical resource but does qualify as a unique archaeological site, then the archaeological site is treated in accordance with PRC §21083.2.

CEQA defines a “unique archaeological resource . . . [as] an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

- 1.) Contains information needed to answer important scientific research questions, and that there is a demonstrable public interest in that information.

- 2.) Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
- 3.) Is directly associated with a scientifically recognized important prehistoric or historic event or person” (PRC §21083.2[g]).

If an impact to a historical resource or unique archaeological resource is significant, CEQA requires feasible measures to minimize the impact. Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the resource. Generally, the use of drawings, photographs, and/or displays does not mitigate the physical impact on the environment caused by demolition or destruction of a historical resource. However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate impacts to a less than significant level.

## **California Register of Historical Resources**

The CRHR is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject CEQA. The CRHR helps government agencies identify and evaluate California’s cultural resources, and indicates which properties are to be protected, to the extent prudent and feasible, from substantial adverse change (PRC §5024.1(a). Any resource listed in, or eligible for listing in, the CRHR, is to be considered during the CEQA process.

A cultural resource is evaluated under four CRHR criteria to determine its historical significance. A resource must be significant in accordance with the one or more of the following criteria (as defined in §15064.5[a] [3]):

- 1.) Is associated with events that have made a significant contribution to the broad pattern of California’s history and cultural heritage;
- 2.) Is associated with the lives of persons important in our past;
- 3.) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4.) Has yielded, or may be likely to yield, information important in prehistory or history.

CRHR criteria are tied to CEQA, as any resource that meets the above criteria, and retains sufficient historic integrity (see criteria below), is considered an historical resource under CEQA.

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time must have passed to allow a “scholarly perspective on the events or individuals associated with the resource.” Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource (CCR 14(11.5) §4852 (d)(2). The OHP recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older (OHP 1995).

The CRHR also requires an eligible resource to possess integrity, which is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association”.



Resources that are significant, meet the age guidelines, and possess integrity will generally be considered eligible for listing in the CRHR.

## Historic Districts

Historic resources may also be classified as historic districts. Under Public Resources Code section 5020.1, subdivision (h), a *historic district* means a definable, unified geographic entity that possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. The CRHR defines *district* similarly as a geographic area which possesses a significant concentration, linkage, or continuity of sites, buildings, areas, structures, or objects which are united historically, culturally, or aesthetically by plan, history, or physical development. For purposes of the regulations, this term is interchangeable with *Historic District*. (14 CCR 4852 (a).)

Historic districts require nomination to be listed in the CRHR pursuant to PRC section 5024.1(e)(1)-(5). Under section 5024.1, a historic resource nominated for listing, and determined to be significant by the State Historic Resources Commission (SHRC), may include the following:

- Individual historical resources.
- Historical resources contributing to the significance of an historic district under criteria adopted by the SHRC.
- Historical resources identified as significant in qualified historical resources surveys.
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with CRHR criteria adopted by the SHRC.
- Local landmarks or historic properties designated under any municipal or county ordinance. (PRC 5024., subd. (e)(1-5).)

## Local Programs

The City of San Jose is a "Certified Local Government" which has authority from the California Office of Historic Preservation to develop and maintain its own historic preservation program. The City's Historic Preservation Ordinance (Municipal Code Chapter 13.48), adopted in 1975, authorizes San Jose to maintain an inventory of historic resources, establish a historic landmarks commission, preserve historic properties using a landmark designation process, require historic preservation permits for additions or alterations to designated City Landmarks or buildings within City Historic Districts, and provide financial incentives through the Historic Property Contracts program.<sup>1, 2</sup>

The City of San Jose's historic preservation policies and programs are briefly summarized in the following two categories.

<sup>1</sup> San Jose Department of City Planning and Building, 1995. *What is Historic Preservation?* San Jose, California.

<sup>2</sup> San Jose Department of Planning, Building and Code Enforcement, 2000a. *Incentives for Ownership of a Designated City Landmark*. San Jose, California.

## City Landmarks Program

Each of San Jose's City Landmarks "represents a physical connection with significant persons, activities, or events from our past."<sup>3</sup> Landmarks may be nominated by the property owner, the City Council, or the City Historic Landmarks Commission. After a landmark is nominated, the City Council sets a date for a public hearing to consider the nomination and requests a recommendation from the Historic Landmarks Commission. The Commission holds a public hearing to consider the proposed landmark, then forwards its recommendation to the City Council. Then, the City Council holds a public hearing at which it approves, approves with modifications, or disapproves the nomination. Once a property is designated a City Landmark, the property owner may be eligible for tax exemptions. Alterations to designated landmarks must be approved by the City's Department of Planning, Building, and Code Enforcement through an Historic Preservation Permit process which includes review and recommendation by the Historic Landmarks Commission.<sup>4, 5</sup>

## San Jose 2020 General Plan Policies

San Jose's general plan reaffirms the City's commitment to preserve its cultural heritage. Policies in the Historic, Archaeological and Cultural Resources sub-section of the General Plan that pertain to Cultural Resources include:

*Goal: Preservation of historically and archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of urban living.*

*Policy 1: Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.*

*Policy 2: The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.*

*Policy 3: An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.*

*Policy 4: Areas with a concentration of historically and/or architecturally significant sites or structures should be considered for preservation through the creation of Historic Preservation Districts.*

*Policy 5: New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.*

<sup>3</sup> San Jose Department of Planning, Building and Code Enforcement, 2000b. *What is a Designated City Landmark?* San Jose, California.

<sup>4</sup> San Jose Department of Planning, Building and Code Enforcement, 2000a, op. cit.

<sup>5</sup> San Jose Department of Planning, Building and Code Enforcement, 2001. *Historic Preservation Permit Process.*

*Policy 6:* The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end. Approaches which should be considered for implementation of this policy include, among others: Discretionary Alternate Use Policy Number 3, permitting flexibility as to the uses allowed in structures of historic or architectural merit; transfer of development rights from designated historic sites; tax relief for designated landmarks and/or districts; alternative building code provisions for the reuse of historic structures; and such financial incentives as grants, loans and/or loan guarantees to assist rehabilitation efforts.

*Policy 7:* Structures of historic, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San Jose Historical Museum should be encouraged.

*Policy 8:* For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.

*Policy 9:* Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional and archaeological examination and reburial in an appropriate manner is accomplished.

*Policy 10:* Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.

*Policy 11:* The City should encourage the continuation and appropriate expansion of federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

## 1.3 Archaeological Study Area

The archaeological study area consists of absolute boundaries of construction for the proposed project. The construction boundaries include the two parcels comprising the study area, which are currently a parking lot bordered by Devine Street to the north, North 1<sup>st</sup> Street to the east, St. James Street to the south, and Market Street to the west. The vertical extent of the APE is assumed to conform to the maximum depth of potential construction activities that could occur during project implementation.

## 1.4 Architectural Study Area

The architectural study area includes the footprint of construction activities for the proposed project and the nearby St. James Square Historic District due to potential for the activity to cause visual effects to the district. The study, therefore, encompasses the two parcels (APN 259-33-56 and APN 259-

33-57) comprising the proposed construction, and extends to the south and southeast to include the St. James Square Historic District.

In addition to the two aforementioned parcels and the Historic District, ICF Jones and Stokes identified seven (7) additional built resources located within general proximity of the study area. Two (2) of these resources are designated city landmarks. The remaining five (5) are historic-era properties that have not been formally evaluated for their historical significance.

The resources are located outside of the designated study area, on the west side of North Market Street, the north side of Devine Street, and the 200 block of North 1<sup>st</sup> Street. The location of these seven properties provides a spatial buffer (via city streets) between the additional buildings and the study area. Furthermore, the buildings do not comprise a historic district, nor are they contributors to the St. James Historic District. Therefore, these additional buildings were not recorded and evaluated as part of this study. The table below provides additional information.

**Table 2. Historic-Era Buildings in Vicinity of Study Area**

Resource Type	Address	Name	Year Built	Eligibility Status
Municipal building	201 North Market Street	San Jose Fire Garage	Unknown	Undetermined
Municipal building	225 North Market Street	San Jose Fire Station	Unknown	Undetermined
Commercial building and garage	255 North Market Street	Unknown	Unknown	Undetermined
Single-Family residence (office conversion)	93 Devine Street	Unknown	Unknown	Undetermined
Single-Family residence (office conversion)	79 Devine Street	Unknown	Unknown	Undetermined
Commercial building	255 North 1 <sup>st</sup> Street	Beatrice Building	c. 1890	Listed on City Register
Commercial building	266 North 1 <sup>st</sup> Street	Tognozzi Building	c. 1890	Listed on City Register

## 1.5 Personnel Qualifications

This report was prepared by archaeologists Alisa Reynolds (15 years experience) and Joanne Grant (7 years experience), and architectural historians Madeline Bowen (13 years experience) David Lemon (7 years experience). Ms. Bowen and Mr. Lemon meet the Secretary of Interior's Standard for History and Architectural History.

## **2.1 Research Methods**

Bibliographic references, previous survey reports, historic maps, and archaeological site records pertinent to the study area vicinity were compiled through a records search of the California Historical Resources Information System (CHRIS) in order to identify prior archaeological studies and known cultural resources within a quarter-mile radius of or adjacent to the project APE.

This records search was conducted at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park, California, on June 11, 2009. The records search included a review of the following:

- Records for previously recorded resources
- Reports of previous studies
- California Historical Landmarks
- The National Register of Historic Places (NRHP)
- The California Register of Historical Resources (CRHR)
- The California Office of Historic Preservation (OHP) Historic Properties Directory

### **Records Search and Literature Findings**

No previously recorded sites were identified within the study area. Sixteen resources were identified within ¼-mile of the study area. Fourteen out of the 16 resources are historic-era buildings (residential, commercial/industrial, and a mixture of both).

One site, CA-SCL-846/H (P-43-1279), contains both prehistoric and historic-era components. The prehistoric component is a cemetery with 49 burial features, burn pits, and minimal habitation debris. The historic component is a historical deposit in two locations (Locus A and Locus B), which consist of a fill layer with mixed construction materials and household goods. It is not known if the deposit is continuous between the two locations. The site was recorded in 2002/2003. See Primary Record P-43-1279 (in Appendix A) for more details.

One site, CA-SCL-876H (P-43-2021), consists of a historic trash scatter identified during a survey in 2006. The primary record for this site is missing from the NWIC files; the detail record form

lists codes AH02 (foundations/structure pads) and AH04 (privies/dumps/trash scatters) as attributes associated with this site.

The 16 resources identified within ¼-mile of the study area are presented in Table 2.

**Table 3. Recorded Cultural Resources within ¼-mile of the Study Area**

Site Name	Recorded By	Date Rec'd	Site Type	Site Description	Location	Notes
P-43-383	J. Cooper	1979	Historic	First Unitarian Church of San Jose; traditional Transylvania church/ European influence	160 No. 3rd St, San Jose	Site record filled out based on NRHP nominat.; records from SHPO 3/29/79, Ref. E-503
P-43-396	J. Cooper	1979	Historic	City Hall, c. 1804	801 No. 1st St, San Jose	"Oldest structure in San Jose and possibly the oldest dwelling in Nor. CA"
P-43-467	C. Puccinelli	1981	Historic	St. James Square, St. James Park	N. 1st, 2nd, and 3rd Sts between E. St. James and E. St. Johns Sts, San Jose	Ref. E-832, National Register nomination
P-43-646	G. Laffey	1994	Historic	State of California Building (CityTeam Ministries), b. 1948	275 North 1st St, San Jose	Two-story office building with Art Moderne and International elements
P-43-912	G. Laffey	1995	Historic	Dr. Eu's Building, built around 1880	35-39 E. Santa Clara St, San Jose	Three-story brick building; underwent façade alterations in 1936, 1956, & 1964
P-43-913	G. Laffey	1995	Historic	Dr. Eu's [second?] Building, built around 1889	43-49 E. Santa Clara St, San Jose	Three-story brick building; underwent façade renovations around 1913; went from Victorian to Edwardian in appearance

Site Name	Recorded By	Date Rec'd	Site Type	Site Description	Location	Notes
P-43-1212	G. Laffey	1998	Historic	Trujillo Residence, c. 1911	267 W. Julian St, San Jose	One and a half story vernacular residence
P-43-1276	D. Jones	2001	Historic	Vu Bail Bonds Building, b. 1926	153 East Julian St, San Jose	Single story bungalow with Craftsman design elements, significantly altered from its original state
P-43-1494	R. Cartier	2002	Historic	146 North 4th Street, c. 1895	146 N. 4th St, San Jose	Two-story Stick Victorian residence with Italianate influences and spindlework detailing
CA-SCL-846/H (P-43-1279)	H. Ballard	2002	Prehistoric/Historic	<b>Prehistoric:</b> A cemetery with 49 burial features, burn pits, + minimal habitation debris <b>Historic:</b> A deposit (incl. a fill layer w/ mixed construction materials and household goods) in two loci.	Under the Hwy 87 overpass between Bassett St and Ryland St	Locus A is at Bassett St; Locus B is at Ryland St; it is not known if the deposit is continuous between the 2 locations
P-43-1771	C. Duval	2001	Historic	151 W. St. James Street, c. 1875	151 W. St. James St, San Jose	Two-story Italianate Victorian building orig. designed as a residence; was moved + re-modeled in 1895, and renovated again in the 1970s
P-43-1772	B. Bamberg	1999	Historic	299 N. San Pedro (160 W. Julian Street), b. 1940	299 N. San Pedro (160 W. Julian St), San Jose	Industrial use buildings that were renovated in the 1960s to more mixed-use buildings
P-43-1773	B. Bamberg	1999	Historic	196-198 W. Julian Street: two attached buildings in a corner lot, moved to current site 1914-15	196-198 W. Julian St, San Jose	Residences and businesses; original location unknown; remodeled in 1918 and 1928

Site Name	Recorded By	Date Rec'd	Site Type	Site Description	Location	Notes
P-43-1774	B. Bamburg	1999	Historic	276-278 Terraine Street, b. 1910	276-278 Terraine St, San Jose	Two-story commercial building with Mission Revival elements; was remodeled and expanded in 1915 and remodeled through the 1930s-1970s
P-43-1775	B. Bamburg	1999	Historic	181 Devine Street, c. 1872	181 W. Devine St, San Jose	2½- story modified Italianate Victorian residence, converted into law offices in 1984
CA-SCL-876H (P-43-2021 )	Archeo-Tec	2006	Historic	Almaden Towers; historic site	25-47 Notre Dame Ave and 220 Carlyle St, San Jose	Primary record for this site is missing from the files; info from NWIC detail record only.

## 2.2 Previous Studies

The CHRIS records search identified four cultural resources studies that were conducted in the proposed project APE. An additional 72 cultural resources studies have been conducted within a ¼-mile radius of the APE. Copies of the records search maps provided by the NWIC are attached to this report as Appendix A. The four studies conducted within the proposed study area are listed in Table 3.

**Table 4. Previous Studies Conducted within the Study Area**

S-Number	Title	Author	Year	Location of Survey
4764	An Archaeological Reconnaissance of a building site at the corner of W. St. James and N. 1st Sts, San Jose	M. H. Heicksen (letter report)	1977	Corner of W. St. James and N. 1st Streets, San Jose
5905	Archaeological Resources of Downtown San Jose	J.M. Findlay/ D.M. Garaventa	1983	a regional overview of downtown San Jose
9583	Ecology of the Pre-Spanish San Francisco Bay Area	D.W. Mayfield	1978	regional overview of study area and beyond, covering six counties
24595	Downtown San Jose Historic Resources Survey, Year 2000	F. Maggi et al.	2000	A review of historic-era resources in downtown San Jose



## 2.3 Native American Correspondence

ICF Jones & Stokes contacted the Native American Heritage Commission (NAHC) on May 6, 2009, requesting that the NAHC search its Sacred Lands File to identify any areas of concern within the study area. The NAHC responded on June 10, 2009, stating that there are no Native American cultural resources listed in the NAHC database within the vicinity of the project. The NAHC provided a list of nine Native American individuals and/or organizations to be contacted regarding the proposed actions.

Letters and maps were sent to the contacts listed by the NAHC on June 29, 2009. The letters were sent to inform the individuals and organizations about the project, to inquire if they know of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the APE, and to solicit comments, questions, or concerns with regard to the project. As of the date of this report, no responses have been received. Appendix A contains all Native American correspondence.

## 2.4 Historical Society Correspondence

Additionally, on July 30, 2009, ICF Jones & Stokes contacted potentially interested historical societies to inquire if they had any historical information pertinent to the project or concerns regarding the proposed actions. Organizations contacted include the California History Center and Foundation, the California Pioneers of Santa Clara County, History San Jose, the Preservation Action Council of San Jose, the San Jose Historical Landmarks Commission, the Santa Clara County Historical and Genealogical Society, and the Santa Clara County Historical Heritage Commission. Copies of this correspondence can be found in Appendix B of this document.

## Section 3

# Setting

The following natural and cultural setting for the study area provides the backdrop against which resources are evaluated for inclusion in the CRHR or NRHP. The environment and geomorphology of the region addresses the nature of environmental change, the effects of these changes on the organization of human subsistence and settlement patterns, and the effects that landscape evolution has had on the formation and preservation of the archaeological record. The prehistoric context describes the prehistoric archaeology of the Bay Area and the proposed study area. The ethnohistoric context describes the lifeways, settlement, and subsistence of prehistoric and contact period Native Americans who inhabited the proposed study area. The historic context provides the background for the region and describes the early history of the region and the proposed study area.

### 3.1 Natural Environment

#### Geology

The San Francisco Bay Area has undergone significant geological and environmental changes since the earliest prehistoric people inhabited the region. In particular, large-scale environmental processes have resulted in changes in the distribution of plant and animal communities as well as human groups and in turn, their subsistence and settlement patterns (Atwater 1979; Atwater et al. 1977). These changes have also had a dramatic effect on the visibility and preservation of the archaeological record in the Bay Area.

The project site is in the Coast Ranges geomorphic province, characterized in the project vicinity by low rugged mountains and generally narrow northwest-trending valleys. According to published geologic maps, the APE is primarily underlain by Franciscan Complex bedrock, consisting of greenstone (metamorphosed basaltic rocks) mixed with Quaternary-age (less than 2 million years ago) colluvium and scattered areas of artificial fill.

The Franciscan Complex, which forms the heart of the Coast Ranges Province, consists of a mixture of rocks (mélange) originating from a variety of sources, including deep oceanic crust, sediments deposited in trenches, sediments accumulated on the deep ocean floor, and volcanic and sedimentary rocks formed on seamounts (Ferriz and Anderson 2001). Common rocks include basalt, chert, greenstone, and sandstone. Serpentine rock and its parent material, ultramafic rock, are also fairly abundant in the Coast Ranges. Both serpentine and ultramafic rocks are known to contain naturally occurring forms of asbestos, which can be released when the rocks are broken or crushed.

## Ethnography

At the time of European contact, the San Francisco Bay Area was occupied by a group of Native Americans whom the ethnographers referred to as the Ohlone or Costanoans. The territory of the Ohlone people extended along the coast from the Golden Gate in the north to just beyond Carmel in the south, and as much as 60 miles inland (see Levy 1978:485).

The specific study area was likely used by the Tamien (also spelt 'Tamyen') subgroup of the Ohlone, who likely held the central Santa Clara Valley along the Guadalupe River from Agnews to the present area of downtown San Jose, and the flat lands westward from the Guadalupe to the present town of Cupertino on Upper Stevens Creek (Milliken 1995:256; cf. C. King 1978). The Tamien language, which is also known as Santa Clara Costanoan, was spoken around the south end of San Francisco Bay and in the lower Santa Clara Valley and seems to have had about 1,200 speakers (Levy 1978:485).

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods including various seeds (the growth of which was promoted by controlled burning), buckeye, berries, roots, land and sea mammals, waterfowl, reptiles, and insects. The Ohlone used tule balsas for watercraft, and bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978:491-493).

Prior to contact, the Ohlone were politically organized by tribelet, each having a designated territory. A tribelet consisted of one or more villages and camps within a territory designated by physiographic features. This type of organization was practically universal in pre-contact California (Kroeber 1962). The office of tribelet chief was inherited patrilineally and could be occupied by a man or a woman. Duties of the chief included: providing for visitors; directing ceremonial activities; and directing fishing, hunting, gathering, and warfare expeditions. The chief served as the leader of a council of elders that functioned primarily in an advisory capacity to the community (Levy 1978).

Ohlone villages typically consisted of four types of structures. Dwellings were generally domed structures with central hearths. They were thatched with tule, grass, or other vegetal material and bound with willow withes. Sweathouses were used by men and women and were usually located along stream banks. A sweathouse consisted of a pit excavated into the stream bank and a thatched portion constructed against the bank. Dance structures were circular or oval in plan and were enclosed by a woven fence of brush or laurel branches standing approximately a meter and a half high. The assembly house was a large, domed, thatched structure that was large enough to accommodate all of the inhabitants of the village (Levy 1978).

The primary trading partners of the Ohlone were most likely the Plains Miwok, the Sierra Miwok, and the Yokuts. Exports from the Ohlone territory included mussels, salt, abalone shells, dried abalone, and *Olivella* shells. The only clearly identified Ohlone import was pinyon nuts, which were obtained from the Yokuts (Levy 1978).

Seven Spanish missions were founded in Ohlone territory between 1777 and 1797. While living within the mission system, the Ohlone commingled with other groups, including Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population. It has been estimated that in 1770 when the first mission was established within Ohlone territory, the Native American population numbered around 10,000. It rapidly declined to less than 2,000 by 1832 as a result of introduced diseases, harsh living conditions, and reduced birth rates (Cook 1943, 1943a in Levy 1978:486).

After the secularization of the missions in the 1830s, Indians gradually left the missions. Many went to work as wage laborers on the ranchos, in the mines, and in domestic positions. There was a partial return to aboriginal religious practices and subsistence strategies, but for the most part, the Ohlone culture was greatly diminished (Levy 1978:486-487).

In 1971, descendants of the Costanoan united in a corporate entity, the Ohlone Indian Tribe, and received title to the Ohlone Indian Cemetery where their ancestors who died at Mission San Jose are buried. Today, descendants of the Ohlone still live in the area and many are active in maintaining their traditions and advocating for Native American issues, including federal recognition (Levy 1978:487; see Galvan 1968).

## 3.2 Prehistory

### Prehistoric Background

The present account of the San Francisco Bay Area's prehistory draws from *Chapter 8, Punctuated Culture Change in the San Francisco Bay Area* (Milliken et al. 2007), which is based to a great extent on Fredrickson's (1973, 1974a) synthesis for central California (Moratto 1984). Fredrickson used the Central California Taxonomic System (CCTS) as a point of departure for his model of California prehistory, but moved beyond its cultural historical orientation and placed more emphasis on subsistence and settlement, regional interactions, and development and interplay arising from technological, economic, and ecological aspects.

#### **The Early Holocene (Lower Archaic), calibrated (cal) 8000-3500 B.C.**

During the Early Holocene, the Bay Area was occupied by a widespread but sparse population of hunter-gatherers who utilized the millingslab, handstone, and a variety of large, wide-stemmed, and leaf-shaped projectile points. The earliest Bay Area date for a millingstone component, obtained from a discrete charcoal concentration beneath an inverted millingslab in Contra Costa County, is cal 7920 B.C. (Milliken et al. 2007:114). A Metcalf Creek Aspect millingstone site, SCL-65 (the Saratoga site), produced two flexed burials beneath cairns of millingstones, which were dated between cal 5400 and 4900 B.C. The Metcalf Creek Aspect (or Phase) was a millingstone pattern identified in the Santa Clara Valley and adjacent coast; its name comes from SCL-178, the Metcalf Creek site (Milliken et al. 2007:114; also Chapter 9, *The Central Coast: A Midlatitude Milieu*). Local Franciscan chert dominated the Early Holocene Santa Clara Valley components (Hylkema 2002:235).

#### **The Early Period (Middle Archaic), cal 3500-500 B.C.**

Several technological and social developments characterize this period. New ground stone technology and the first cut shell beads in mortuaries signal sedentism, regional symbolic integration, and increased regional trade in the Bay Area, beginning at cal 3500 B.C. Two important bead developments of this period were discovered in peninsula-area sites. The earliest cut bead horizon, the *Olivella* grooved rectangle (Vellanoweth 2001), bracketed cal 3400 to 2500 B.C., is represented, so far, by a single bead

from the San Bruno Mound (Clark 1998:127, 156). The Sunnyvale Red Burial (SCL-832), a 5,590-year old site, holds the first documentation of double perforated *Haliotis* rectangle beads; this site also contained red ocher and exhibited pre-interment burning (Cartier 2002). These rectangular *Haliotis* and *Olivella* beads, the markers of the Early Period bead horizon, continued in use at least until 2,800 years ago (Ingram 1998; Wallace and Lathrop 1975:19 for ALA-307; Gerow with Force 1968 for SMA-77).

### **Lower Middle Period (Initial Upper Archaic), cal 500 B.C. to cal A.D. 430)**

Although it is unclear when the “major disruption in symbolic integration systems” originated, it is clear in the record around cal 500 B.C. and may have begun several hundred years earlier (Milliken et al. 2007:115). Bead Horizon M1 of the Middle Period (Upper Archaic, cal 200 B.C. to cal A.D. 430) brought more tiny *Olivella* saucer beads into the Bay Area, as well as new circular *Haliotis* ornaments. New bone tools, including barbless fish spears, elk femur spatula, tubes, and whistles, appeared for the first time during this period; and basketry awls (split cannon bones) with shouldered tips, indicating coiled basketry manufacture, appeared in the Central and North Bay (Bennyhoff 1986:70; Bieling 1998:218). On the peninsula, the pure millingslab/handstone-oriented forager economy continued along the Pacific coast of San Mateo County (Hylkema 2002:261 in Milliken et al. 2007:115-116).

### **Upper Middle Period (Late Upper Archaic), cal A.D. 430 to 1050)**

Around cal 430 A.D., the *Olivella* saucer bead trade network of the Lower Middle Period collapsed. Over half of known M1 sites were abandoned, while in the remaining sites, the number of sea otter bones greatly increased (Bennyhoff 1994a, 1994d). These changes co-occurred with the inception of a series of *Olivella* saddle bead horizons (M2a and 2b; M3, and M4) that marked central California bead trade until cal A.D. 1000 (Groza 2002).

Rough-edged, full-saddle *Olivella* beads with small perforations replaced the *Olivella* saucer beads characteristic of M1. Six *Olivella* saddle beads, considered the best examples of the M2a bead horizon currently known, come from flexed burials at ALA-329 and CCO-269. They have been calibrated to A.D. 420-450 (Groza 2002). Bead Horizon M2b was marked by mixed *Olivella* saddle beads with tiny (1.0 to 1.5 millimeter) perforations. They have been dated to cal A.D. 430-600. During the M2b period, show blades, fishtail charmstones, new *Haliotis* ornament forms, and mica ornaments appeared for the first time in several Central Bay sites (Elsasser 1978:39:Fig. 3 in Milliken et al. 2007:116).

Bead Horizon M3, cal A.D. 600-800, is considered to be the climax of Upper Middle Period stylistic refinement (Milliken et al. 2007:116). Burials from this horizon contained mostly small, delicate square saddle *Olivella* beads; however, *Olivella* saucer beads were also found in burial contexts (often in off-village single component cemeteries). The Meganos mortuary complex spread from the interior bayward, as evidenced at the Fremont BART site (CA-ALA-343) and into the Santa Clara Valley at Wade Ranch (SCL-302). Single-barbed bone fish spears, ear spools, and large mortars all appeared for the first time during this horizon.

During Bead Horizon M4, cal A.D. 800-1050, the *Olivella* saddle bead template is replaced by a variety of wide and tall bisymmetrical forms, and by the appearance of distinctive *Haliotis* ornament styles, such as unperforated rectangles and horizontally perforated half ovals. Few mortuaries can be

dated to this time period; one that can, the Santa Teresa Locality Mazzoni site (SCL-131), contained no grave accompaniments (Milliken et al. 2007:116).

### **Initial Late Period (Lower Emergent), cal A.D. 1050 to 1550**

Fredrickson (1973) coined the term “Emergent” to describe this period, in recognition of the appearance of a new level of sedentism, status ascription, and ceremonial integration in lowland central California. The Middle/Late Transition (MLT) bead horizon, previously thought to have occurred around A.D. 300, is now largely believed to have occurred around cal A.D. 1000 (Milliken et al. 2007:116). During the MLT, burial objects became much more elaborate, and initial markers of the Augustine Pattern appeared in the form of multiperforated and bar-scored *Haliotis* ornaments, fully shaped show mortars, and new *Olivella* bead types in sites such as SCL-690 (see Hylkema 2006). Classic Augustine Pattern markers, which appeared in Bead Horizon L1 (after cal A.D. 1250), include the arrow, flanged pipe, *Olivella* callus cup bead, and the banjo effigy ornament (Bennyhoff 1994c). The Stockton serrated series, the first arrow-sized projectile point in the Bay Area, also appeared after A.D. 1250. The Stockton serrated series was a unique central California type (Bennyhoff 1994b:54, Hylkema 2002, Justice 2002:352).

In the San Jose and Point Año Localities, debitage and casual tools continued to be derived from local Franciscan chert, and finished projectile points of Napa Valley obsidian continued to be imported from the north (Bellifemine 1997:124-136; Clark and Reynolds 2003:8; Hylkema 2002:250).

Evidence for increased social stratification throughout the Bay Area after 1250 A.D. can be found in mortuary evidence. Although the quantity of shell beads contained in burials decreased, the quality of burial items increased in high-status burials and cremations (Fredrickson 1994b:62). This development may have reflected a new regional ceremonial system that was the precursor of the ethnographic Kuksu cult, a ceremonial system that unified the many language groups around the Bay during Bead Horizon L1 (Fredrickson 1974b:66; Bennyhoff 1994b:70, 72).

### **Terminal Late Period: Protohistoric Ambiguities**

Changes in artifact types and mortuary objects characterized cal A.D. 1500-1650. The signature *Olivella* sequin and cup beads of the central California L1 Bead Horizon abruptly disappeared, and clamshell disk beads, markers of the L2 Bead Horizon, spread across the North Bay. However, until around cal A.D. 1650, the only beads found in South and Central Bay mortuaries were *Olivella* lipped and spire-lopped beads, which occurred far less frequently than the bead offerings of the L1 Horizon (Milliken and Bennyhoff 1993:392). The earliest date for clam disks south of the Carquinez Strait, obtained from a charcoal lens at CCO-309, is cal A.D. 1670 (V.M. Fredrickson 1968).

The hopper mortar appeared on the Santa Rosa Plain and the Napa Valley for the first time, but did not spread to the South or Central Bay (Bennyhoff 1994b:54; Wickstrom 1986). Desert side-notched points spread into the South Bay from the Central Coast (see Hylkema 2002; Jackson 1986, 1989; Jurmain 1983) (Milliken et al. 2007:117).

Indications are that another upward cycle of regional integration was commencing when it was interrupted by Spanish settlement in the Bay Area beginning in 1776. Such regional integration was a

continuing characteristic of the Augustine Pattern, most likely brought to the Bay Area by Patwin speakers from Oregon, who introduced new tools (such as the bow) and traits (such as preinterment grave pit burning) into central California. Perhaps the Augustine Pattern, with its inferred shared regional religious and ceremonial organization, was developed as a means of overcoming insularity, not in the core area of one language group, but in an area where many neighboring language groups were in contact (Milliken et al. 2007:118).

### 3.3 Paleoenvironmental and Geomorphic Contexts

The Bay Area has undergone significant geological and environmental changes since the earliest prehistoric people inhabited the region. In particular, large-scale environmental processes have induced changes in the distribution of plant and animal communities as well as human groups (Atwater et al. 1977). These changes in turn have affected the visibility and preservation of the archaeological record in the Bay Area. The following discussion of the paleoenvironment, environment, and geomorphology of the region is adapted from Allen et al. (1999) and Hall (1985) and addresses the nature of environmental change, the effects of these changes on the organization of human subsistence and settlement patterns, and the effects landscape evolution has had on the formation and preservation of the archaeological record.

Before 12,000 BP, sea levels were at least 100 meters lower than at present. What is now San Francisco Bay was then a series of broad inland floodplains. Streams and rivers entering this valley merged into a single river, just north of what is now Angel Island, and westward out to the Farallon Islands where it emptied into the Pacific Ocean (Atwater et al. 1977). If humans occupied this area before sea levels rose, their subsistence and settlement systems would likely have centered on perennial riparian corridors.

As continental ice sheets began to melt at the end of the Pleistocene, sea levels began to rise rapidly, entering the bay approximately 10,000 BP (Atwater et al. 1977). Sea levels rose by as much as 25 to 30 meters by 8000 BP, covering most of the present San Francisco Bay. Between 8000 and 6000 BP, the rate of sea level rise decelerated dramatically. This in turn encouraged sedimentation around the bay margins, creating tidal flats and marshes that covered the inland valleys (Atwater et al. 1977). The baselines of streams and rivers adjusted to higher levels due to rising sea levels, increased sedimentation, and emerging wetlands. Evidence of submerged floodplains has been identified at depths of 10 to 40 meters below mean sea level and radiocarbon dated from 10,920 to 9760 (Calibrated) BP (Atwater et al. 1977; Storey et al. 1966). Any archaeological sites associated with these floodplains would likely have been destroyed or obscured by sea level advance and sedimentation (Atwater et al. 1977; Bickel 1978).

Geologic and geoarchaeologic research show that late Pleistocene and early Holocene land surfaces are overlain by alluvium that is generally less than 6,000 years old (Helley et al. 1979; Meyer and Rosenthal 1997). Buried soil profiles (paleosols) occurring on these old land surfaces are used as stratigraphic markers to indicate depositional history at different locations around the bay and at associated inland valleys (Meyer and Rosenthal 1997). Holocene depositional history of the Bay Area indicated two to three periods of landform stability (soil formation) alternating with three or four periods of landform instability (erosion and deposition). Archaeological sites occurring in these areas therefore may have been buried and/or eroded by these processes, particularly during the mid-to-late Holocene, and tended to occur at depths of 2 to 4 meters in valleys, but may also have occurred at depths of up to 10 meters (Meyer and Rosenthal 1997).

The proposed Santa Clara Family Resources Courthouse project is located in the Santa Clara Valley on the coastal plain at the south end of San Francisco Bay. The Santa Clara Valley is bordered on the east by the Diablo Range and on the south and west by the Santa Cruz Mountains, which are part of the Coast Ranges Geomorphic Province. Several major streams dissect the hills and mountains along fault lines. The drainage pattern of most of the streams has been altered by horizontal fault displacement at the base of the hill slopes (Welch 1981:54). The valley floor consists chiefly of a number of confluent alluvial fans and flood plains, formed by numerous streams that enter the valley from both mountain ranges (U.S. Soil Conservation Service 1968). Elevation in the APE ranges from 30 to 40 meters above mean sea level (AMSL). The climate is mild, and the overall differences in temperature and rainfall are not extreme. Winters are cool and moist, and summers dry and cool, due to sea breezes and morning fogs.

### 3.4 Historical Context

The following historical overview is drawn primarily from the *Historical Overview and Context for the City of San Jose* prepared by Archives and Architecture (1992).

#### Spanish Period

The process of Spanish settlement of the Santa Clara Valley began in 1769 with the initial exploration by Sergeant Jose Ortega of the Portola Expedition. Subsequent Spanish explorers noted the desirable settlement conditions of the Santa Clara Valley, including rich bottomlands, available timber, and a constant source of freshwater. In 1777, Jose Joaquin Moraga and Fray Tomas de la Pefia established Mission Santa Clara on the west bank of the Guadalupe River. Within a year, *El Pueblo de San Jose de Guadalupe* was located on the river's east bank. The Guadalupe River became the boundary between the lands controlled by the mission and the pueblo.

Spanish colonization strategy utilized three institutions: military, civil, and religious. The military government represented by the presidios at San Francisco and Monterey protected the Spanish frontier against other Europeans and the colonists against Indians attacks. The Catholic Church established missions, the dominant colonizing influence in California during this period, to convert and civilize the aboriginal population. Each mission's sphere of influence radiated from its center, with buildings for worship, housing, and industries surrounded by grain fields and livestock grazing lands.

In November 1777, Lt. Moraga set out from San Francisco to establish El Pueblo de San Jose de Guadalupe, the first civil settlement established by the Spanish in California. Its primary function was to supplement the crops grown by the missions to support the garrisons at Monterey and San Francisco. Moraga, representing the Spanish government, laid out the town, allocating a house lot and cultivation plot (*suertes*) to each settler. The Spanish crown retained ownership of the land; the settlers could not sell their land or divide it. As such, much of the property within the pueblo remained in possession of the descendents of the original settlers until the American period in the mid-nineteenth century. The common lands (*ejido*) surrounding the pueblo were used primarily for grazing the livestock of the pueblo inhabitants (*pobladores*).

The pueblo was originally established near the Guadalupe River in the vicinity of Taylor and Hobson Streets. A combination of winter flooding and land conflicts with the nearby Mission Santa Clara resulted in the relocation of the pueblo in 1791. Market Street Plaza, about one mile south of the original pueblo, was the center of the second (final) pueblo. The colonists built a dam above the settlement that



collected water for distribution throughout the pueblo by way of a ditch (*acequia*); the *acequia* provided both household and irrigation water.

The colonists' homes, small adobe structures, were clustered in proximity to the course of the *acequia*, around the market square and at the crossing of the roads to Monterey, Mission Santa Clara, and the embarcadero at Alviso. The major transportation routes during this period were little more than trails. They included El Camino Real, which connected the pueblo and Mission Santa Clara with the presidios at Monterey and Yerba Buena. This road closely followed the route of modern Monterey Road and El Camino Real. The Alameda follows the old route between the pueblo and Mission Santa Clara.

The early colonists planted corn, beans, wheat, hemp, and flax, and set out small vineyards and orchards. Portions of the crops were taxed for the support of the soldiers at the presidios and to provision ships in the harbors. Surplus crops were traded in Monterey for manufactured goods shipped from Spain and Mexico. Rudimentary industrial activities included grist, milling, making wine and brandy, hemp processing, and soap making. As the cattle herds increased, the hide and tallow trade became an important element in California's economy.

## Mexican Period

When civil wars erupted in Mexico in 1810, California was largely cut off from Mexico, its source of supplies and primary market for surplus crops. During this period, illegal trading took place with foreign ships that surreptitiously visited California ports. Seamen from these ships became the vanguard of American and Anglo-European settlers in California.

By the 1820s, the lagging economy of the area began to increase due to the changing administrative policies of the new Mexican government. Two policies had important local ramifications. The first was the legalization of trade with foreign ships in the ports of San Francisco and Monterey. The traders exchanged such goods as tea, coffee, spices, clothing, and leather goods for tallow and hides. Under the stimulus of this commerce, the settlements around the bay became lively trade centers. The second change in policy was the secularization of the missions and the establishment of large, private land grants (Broek 1932:40-46, in Archives and Architecture 1992).

Accompanying the change of governmental control from Spain to Mexico in 1822 and the secularization of the missions was a change in land utilization and ownership patterns. In 1824, Mexico passed a law for the settlement of vacant lands to stimulate further colonization. Any citizen, foreign or native, could select a tract of unoccupied land if it was a specific distance away from the lands held by missions, pueblos, and Indians, then petition the governor for ownership of the tract. After investigation, if there were no objections, the land was granted.

Thirty-eight land grants were issued between 1833 and 1845 in the Santa Clara Valley; all or parts of 15 rancho grants were located within the current city limits of San Jose. When a citizen was granted rancho land, he was required to occupy the property and build a dwelling within a certain period. Many of the ranchos in the Santa Clara Valley had received provisional grants from the *alcalde* several years before the official petition to the governor. Each rancho had a hacienda that was often a self-supporting village, comprising the main rancho residence, laborers housing, corrals, grist mill (*tahona*), tannery, and other structures surrounded by vineyards and cultivated fields.

With the relaxation of immigration regulations by the Mexican government in 1828, more foreigners began to settle in California. The first overland migration arrived in California in 1841; by

1845, new American settlers had increased the population of the pueblo to 900. The American presence in San Jose rapidly changed the character of the pueblo from a Mexican village to a bustling American town. The presence of a growing American population allowed for relatively easy occupation of California by American forces following the Mexican War in 1846.

## Early American Period (1846–1869)

This period is dominated by the superimposition of American culture on the former Hispanic culture. In May 1846, the United States declared war on Mexico; shortly thereafter, the Americans raised the flag in Monterey and San Jose. In 1848, the United States acquired the Mexican province of California in the Treaty of Guadalupe Hidalgo. Closely following the annexation of California, the 1848 discovery of gold in the Sierra Nevada foothills prompted a sudden influx of population to the state. This event accelerated California statehood, achieved in 1850, with San Jose serving as the first state capital.

As the last town on the route to the southern Mother Lode, San Jose became the supply center for hopeful miners as they passed through the area. The high cost and scarcity of flour, fruit, and vegetables during the early Gold Rush made agricultural and commercial pursuits as profitable as, and more dependable than, mining.

One of the dominating cultural traits of the American population during this period was its urban value system. Each town colonized by Americans in the west during the nineteenth century began with a preconceived plan based on a grid plan (Reps 1979, in Archives and Architecture 1992). A grid pattern was easily laid out by semiskilled surveyors, it apportioned land quickly and efficiently, lots were a suitable shape for the erection of buildings, and it was easily expanded beyond its original limits. It also facilitated the transfer of property ownership and tax assessment.

In response to pressure by American settlers, the *junta* commissioned a survey of the pueblo in 1847. The survey encompassed lands between Market Plaza to Eighth Street, and Julian Street and Reed Street, all of which were adjacent to the occupied pueblo area. Persons with claims to land in the surveyed area were granted legal title, and the unclaimed lands were sold by the *alcalde* at \$50 per city block. Several other surveys followed the initial survey. In 1850, Thomas White's survey extended the city limits to Coyote Creek on the east and just beyond the Guadalupe River on the west. San Jose was approximately 3 miles long (northwest–southeast) and about 2 miles wide. These limits were not expanded until after the turn of the twentieth century.

As the productivity of the placer mines fell off and enthusiasm for gold mining began to wane, many immigrants began to look to the cities and fertile range lands as sources of income. Until the drought of 1864, stock-raising continued to be the primary economic activity in San Jose. During the 1860s, cattle were moved from the foothill pastures to valley feed yards until ready for marketing (Broek 1932, in Archives and Architecture 1992). Sheep-raising was also important during this period, and sheep populations peaked during the 1870s. This declined later, however, as farmlands extended and markets for local wool and mutton decreased (Broek 1932, in Archives and Architecture 1992).

Wheat became the agricultural staple in San Jose after the Gold Rush. By 1854, Santa Clara County was producing 30% of California's total wheat crop. Other grains crops, primarily barley and oats, followed wheat in productivity (Broek 1932; Detlefs 1985, in Archives and Architecture 1992). Hay production developed in the 1880s and 1890s, but declined with the increased popularity of the

automobile after 1900. Most hay and forage crops were used by the dairy industry (Broek 1932, in Archives and Architecture 1992).

Another impetus to San Jose's early development was its selection as the first state capital in 1850. The combination of migrating miners and the arrival of legislators, reporters, and interested onlookers spurred the rapid development of the city. Urban development moved at a swift pace during the 1860s. Gas service was introduced in 1861, and gas mains were extended from San Jose into Santa Clara. San Jose Water Company was incorporated in 1866, supplying piped water to city residents. The first sewers were contracted by the city this same year. In the 1850s, regional stage lines were established between San Jose, Santa Clara and Saratoga. These were replaced by the arrival of the streetcar line in 1868, establishing the first urban transit lines in San Jose.

The railroad line between San Francisco and San Jose was completed in 1864. The Central Pacific Railroad line from San Jose to Niles, connecting San Jose with the transcontinental railroad, was completed in 1869. San Jose thus became part of the national and world economic network that opened new markets for the agricultural and manufactured production of the valley.

Although the state capital moved to Sacramento in 1852, San Jose exhibited steady growth through the following two decades. It transformed to a major service center for the expanding agricultural hinterland, and experienced an increase in industrial and commercial activities, development of internal and regional transportation services, increase in ethnic immigration, residential expansion, and development of urban services and utilities.

The pioneer canning industry began in residential San Jose by Dr. James Dawson in 1871. The fruit canning and packing industry quickly grew to become the urban counterpart of the valley's orchards. Early industrial development was located near shipping points and transportation lines. Other support industries such as box, basket, and can factories were also established. Orchard and food processing machinery and spraying equipment also became important local industries.

Commercial growth in San Jose boomed in the 1880s and continued with steady growth toward the end of the nineteenth century. Following the fire in San Jose's Chinatown (in Market Plaza) in 1887, a new city hall was erected in the middle of the plaza in 1889, and a post office followed in 1893, which spurred further development in the downtown area. Large bank buildings were built on all four corners of First and Santa Clara Streets. From the 1880s through the early years of the twentieth century, the business district moved southward along First Street. The major force in downtown development during this period was T. S. Montgomery, who constructed many large commercial buildings and business blocks.

Urban services continued to expand in this period. Electrical service came to San Jose in 1881, provided by several small independent gas and electric companies. In 1881, an electrical light tower was constructed at the intersection of Market and Santa Clara Streets, bringing worldwide fame to San Jose. Electric arc lamps replaced gas streetlights in the late 1880s; these were later replaced by incandescent lights.

Changes in transportation during this period were a major influence on developmental patterns. Samuel Bishop built the first electrical streetcar line in America when he electrified the line between San Jose and Santa Clara in 1887–1888. The streetcars were converted to overhead electrical trolley lines in 1891. The Interurban Railroad had lines to Saratoga, Campbell, and Los Gatos by 1905. The Peninsular Railway had lines from San Jose to Palo Alto and Cupertino by 1915.

The first automobiles appeared in the valley in the late 1890s. Several pioneer automobile factories, the first in California, were established in San Jose after 1900. Clarence Letcher opened the first "garage" in the west in 1900 and the first service station in 1912 (James and McMurry 1933:142, in Archives and Architecture 1992).

## **Interwar Period (1918–1945)**

Following World War I, San Jose entered a period of great prosperity. Three projects were initiated in 1929 that spurred growth: the development of a water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a U.S. Navy dirigible base. All these projects were in place by 1939.

Population growth continued to expand the urban boundaries of the city as orchards were replaced by residential developments. The county's first airport, located on Alum Rock between Capitol Avenue and White, was used by a succession of barnstorming and commercial companies and by the army reserve squadron in the early 1920s. In 1929, the first municipal airport was established at King Road and Story Road. Cecil and Robert Reid established the Garden City Airport in 1934, which moved to Tully Road in 1939 and became known as the Reid-Hillview Airport.

By 1928, all city streets had been paved and old wooden bridges were being replaced by concrete bridges. In 1930, San Jose had the greatest weekday auto traffic count in the state and was the only California city in which weekday traffic count exceeded that of holidays. The county averaged one automobile for every 2.92 persons (James and McMurry 1933:164, in Archives and Architecture 1992). With increased automobile competition, streetcar lines were abandoned in the 1920s and 1930s and replaced by private bus lines.

## **Industrialization and Urbanization (1945–Present)**

Soon after World War II, the business community launched an active campaign to attract new nonagricultural industries to San Jose. Early industries that established plants in San Jose were the International Mineral and Chemical Corporation's Accent plant in 1946, the General Electric plant in the early 1950s, and International Business Machines in 1953. By the 1960s, the county's economic base depended on the electronics and defense industries. The 1970s saw the development of the personal computer industry stimulated by Apple Computers' user-friendly computers.

Driven by the growing job market, the population of the valley experienced phenomenal growth after 1950. Between 1950 and 1975, the population increased from 95,000 to over 500,000. The city area grew from 17 square miles in 1950 to over 120 square miles in 1970, as orchards were replaced by subdivisions and shopping centers. Rural roads widened into freeways and expressways, and boulevards were lined with restaurants and automobile salesrooms.

The automobile was the basic mechanism that allowed the development of the valley. In the years following World War II, the American public intensified its use of the automobile. By mid-century, the United States, particularly California, had become a car-oriented society. This aspect of American culture is reflected in the architecture and resource types of the contemporary period. Suburban housing tracts are characterized by prominent, attached two- or three-car garages. Commercially, the period is characterized by the proliferation of fast-food chains and other quick-service, car-oriented establishments.

During the contemporary period, the city expanded outward along major transportation arteries. Commercial migration began in 1956 when the first store at Valley Fair, San Jose's first regional shopping center, opened. Until this time, the City Council had maintained a policy that no commercial zoning would be granted outside the downtown core area. Major and minor shopping centers were built to serve outlying residential areas, attracting additional residential and commercial development. The loss of the vital downtown business core followed by demolition for projects during the 1960s was an unfortunate byproduct of the commercial migration to the suburban areas.

## Section 4

# Field Surveys

### 4.1 Survey Methods

#### Archaeological Resources

ICF Jones & Stokes archaeologists conducted an archaeological survey of the study area on July 7, 2009. The entire study area is contained within a paved parking lot.

#### Architectural Resources

On July 7, 2009, an ICF Jones & Stokes architectural historian conducted a field survey of the study area. As part of this process, the architectural historian identified and photo-documented buildings, structures, and linear features 45 years old or older located in the study area in an effort to assess potential impacts as a result of the proposed project.

### 4.2 Survey Findings

Results of the archaeological and architectural resources surveys are provided below. Findings particular to each project component are discussed where appropriate.

#### Archaeological Resources

As noted earlier, as the entire study area is contained within a paved parking lot, no archaeological materials were observed at any point during the field visit.

#### Architectural Resources

As a result of the literature review and field survey, ICF Jones & Stokes identified one (1) historic district (St. James Square Historic District, see Figure 4) adjacent to the study area and one (1) historic property (Moir Building/St. James Hotel) within the study area. Both the historic district and the individual property are formally listed in the NRHP.

ICF Jones & Stokes referred to the original NRHP nomination in order to determine the official Saint James Square (SJS) Historic District boundary. The NRHP boundary does not include any portion of APN 259-33-57 (VTA parcel). However, the SJS Design Guidelines do include APN 259-33-57 within a delineated area determined to be an “Area of Historic Sensitivity.”

Close examination of project design maps, APN parcel maps, the SJS NRHP nomination, and the SJS Design Guidelines reveal that the proposed Courthouse (APN 259-33-56) will be located outside of both the official NRHP boundary, and beyond the one-lot-depth (“from the streets”) threshold, as stipulated in the SJS Design Guidelines. Please see Figure 4 for further clarification.

**Table 5. Historic-Era Properties within the Study Area**

<b>Resource Type</b>	<b>Address</b>	<b>Name</b>	<b>Year Built</b>	<b>Eligibility Status</b>
<b>Historic District</b>	Multiple	St. James Historic District	Various	Listed in the NRHP/ Designated City Landmark
<b>Commercial building</b>	227 North 1 <sup>st</sup> Street	Moir Building /St. James Hotel	1893	Listed in the NRHP/Designated City Landmark

## Conclusions and Recommendations

### 5.1 Archaeological Resources

As described above, the NWIC records search, Native American correspondence, literature review, and the archaeological survey did not identify any archaeological resources within the APE. However, the general sensitivity for both buried prehistoric as well as historical archaeological deposits is high.

Based on the sensitivity assessment the study area where earth-moving disturbances are proposed, archaeologically sensitive soils of Holocene age area [resent within the study area. In a good faith effort to locate and identify archaeological sites that may be buried in the study area, it is recommended that an Extended Phase I program be conducted in accessible areas of high sensitivity.

If subsurface cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently uncovered during ground disturbing activities, work will stop in that area and within 150 feet of the find until a qualified archaeologist can assess the significance of the find and, if warranted, develop appropriate treatment measures in consultation with the AOC, City of San Jose, and/or any other appropriate agencies.

### 5.2 Architectural Resources

Based on the cultural resources investigation for the proposed project, one NRHP listed historic district (St. James Square Historic District) and one NRHP listed single property (Moir Building/St. James Hotel) have been identified within the study area. The proposed project would have a less than significant impact on these two properties. A more detailed discussion of these resources and any potential impacts follow below.

#### St. James Square Historic District

The following discussion is in large part summarized from LSA Associates, Inc, *San Jose Downtown Strategy 2000 EIR* (2005).

The St. James Square Historic District includes St. James Park and nine buildings comprising the perimeter of the park. The District is somewhat discontinuous as it is loosely bounded by the properties that front East St. James Street at the north, North 3<sup>rd</sup> Street at the east, East St. John Street at the south, and North Market Street at the west. Nine buildings and one park contribute to the District, while two



buildings (the Superior Court Building and the St. James Community Center) have been determined non-contributors.

Chester Lyman included St. James Square in his original 1848 survey of San José, and renowned landscape architect Frederick Olmstead designed the park in 1868. St. James Park and the nine buildings loosely forming its perimeter were listed collectively in the NRHP as a Historic District in 1979 for both its period revival architecture and landscape architecture (NRHP Criterion C/CRHR 3), and at the local level for its association with community planning and patterns of exploration and settlement (NRHP Criterion A/CRHR 1). In 1984, The City of San Jose designated the resource as a Historic District at the local level.

The District is comprised of a centrally located park, surrounded by a mixture of municipal, religious, and commercial buildings constructed between 1860-1920, and ranging from one to five stories in mass and scale. The NRHP Inventory Nomination describes the District as the finest remaining example of late-nineteenth and early-twentieth century period revival buildings in the City of San Jose.

The park and buildings included in the following descriptions are all contributing resources to the St. James Square Historic District.

- The St. James Park took shape in the late 1860s and early 1870s at the direction of Frederick Olmstead. The park includes two, 3.46 acre parcels that are evenly divided in a north/south configuration by North 2<sup>nd</sup> Street. In general, the park features its original landscape features, including diagonal and peripheral hardscape pathways, and a series of monuments and statues.
- The Trinity Episcopal Cathedral at 81 North 2nd Street was designed by John Hammond and built in the carpenter Gothic style in 1863. It originally faced the park, but its entry was moved in 1876 to 2<sup>nd</sup> Street.
- The Santa Clara Family Resources Courthouse at 191 North 1<sup>st</sup> Street was designed by Lewis Goodrich, was built in 1866. Modifications to the original structure followed the destruction of the dome in a 1933 fire, and a third story was added. The building was renovated and restored in 1973.
- The First Unitarian Church at 160 North 3<sup>rd</sup> Street was built in 1891 in the Romanesque Revival style. With a circular central chapel, the church displays many unique features.
- The Sainte Claire Club, San José's oldest men's club, was built in 1893 at 65 East St. James Street. The building was designed by A. Page Brown in the California Mission style, with a tile roof and arched entryways.
- The Eagles Hall was built in 1903 on the southwest corner of 3rd and St. John Streets. The building faces the square, and was designed in the Greek revival style as the original Scottish Rite Temple. Although a new office building has been constructed at the site, the façade and Doric columns have been incorporated into the new structure.

- The First Church of Christ Scientist was designed by Willis Polk and built in 1904 at 43 East St. James Street. The church is built in the neoclassical style with a Greek cross shaped ground floor plan. The structure faces the north side of the park.
- The Scottish Rite Temple was built in 1924 at 196 North 3rd Street. It was designed by Carl Werner and built in the neoclassic style with six ionic columns, Egyptian ornamentation, and elements of the Beaux-Arts style.
- Letcher's Garage at 200 North 1<sup>st</sup> Street was the first automobile garage on the West Coast, and part of one of the first car showrooms in San José. The 1907 structure with large rear window shutters and a wood truss roof design has been remodeled as the Oasis Night Club.
- The San José Post Office was built in the Spanish Colonial Revival style and completed in 1934. The location, at 105 North 1st Street, was the original site for the St. James Hotel.

## Moir Building/St. James Hotel

The Moir Building (also referred to as the St. James Hotel) is located at 227-241 North 1<sup>st</sup> Street, at the corner of North 1<sup>st</sup> Street and Devine Street, and is not part of the Saint James Square Historic District. The building was constructed in 1863, and is currently used for office space. The building was listed in the NRHP under Criteria A and C in 1983.

## 5.3 Summary of Conclusions and Recommendations

The following impacts discussion follows an approach previously established by LSA Associates, Inc, *San Jose Downtown Strategy 2000 EIR* (2005). As part of this approach, ICF-Jones & Stokes reviewed the proposed project plans as well as the *St. James Square Historic District Design Guidelines* (1989) to determine if the proposed project conformed to the any applicable preservation plans, and design guidelines, in addition to any applicable preservation laws and guidelines. Through this process, ICF-Jones & Stokes determined that the proposed Study Area is located outside of both the St James Square Historic District, and the District's Area of Historic Sensitivity.

The City of San Jose's 2000 General Plan includes the St. James Square Historic District within a designated Area of Historic Sensitivity. This designated area is the focus of the *St. James Square Historic District Design Guidelines*, set forth to preserve the historically significant resources within the District. The City's Historic Landmarks Commission delineated this Area to act as an overlay intended to control future design, provide guidelines for maintaining existing historic properties, as well as future development within the established Area and Historic Sensitivity.

There is a distinction between the Landmarks Commission's Area of Historical Sensitivity boundary and that of the official NRHP District boundary. As shown in Figure 3, in some instances, the Area's boundary demarcation extends slightly beyond that of the original

NRHP District boundary. One of these instances of deviation from the NRHP boundary occurs at the southeast corner of North 1<sup>st</sup> and East St. James Streets, where the Area of Historic Sensitivity boundary reaches diagonally to include APN 259-33-57. APN 259-33-57 encompasses the far southeast parcel of the city block bound by Devine Street at the north, North 1<sup>st</sup> Street at the east, East St. James at the south, and North Market Street at the west. Immediately to the west of APN 259-33-57 is the study area parcel (259-33-56), which, based on the current project description, is located outside of the Area of Historical Sensitivity.

The current project description does not include proposed development within the VTA parcel (APN 259-33-57). If at some point in the future the project description were revised to include the VTA parcel, the applicable design criteria outlined in the *St. James Square Historic District Design Guidelines* would apply.

## **St. James Square Historic District**

Construction of the proposed Courthouse will impose a visual impact upon the historical setting of the SJS Historic District. Proposed construction would occur on a parcel (259-33-56) that is adjacent (to the west) to the City's designated Area of Historical Sensitivity as well as the NRHP District boundary. The *St. James Square Historic District Design Guidelines* are provided specifically for future development within the District boundary or within the District's Area of Historical Sensitivity. As the Proposed Study area is located outside the District's established boundary and Area of Historical Sensitivity, and not adjacent to any District contributors, the proposed location, mass and scale, and design aesthetics impose a less-than-significant impact on the District.

Furthermore, although the proposed construction will introduce a new visual element to the area, the overall setting, feeling, design, and association of the District will remain in place and thus will have a less-than-significant impact on the District. The spatial orientation and physical design of the District places St. James Park as the centerpiece of the District, as the vast majority of contributing buildings and their façades front the Park, and roughly define the boundary of the District. This particular design directs the emphasis of the District's integrity (in terms of feeling and association) inward. As such, new visual elements developed outside the perimeter of both the District's NRHP and the City's Area of Historical Sensitivity boundaries are far less likely to intrude upon the historical setting. Therefore, the District's integrity of historical setting will remain in place and thus will have a less-than-significant impact on the District.

## **Moir Building/St. James Hotel**

Construction of the proposed Courthouse will impose a visual impact upon the Moir Building/St. James Hotel, as construction would occur on a parcel that is directly adjacent (to the west) to the parcel on which the Moir Building/St. James Hotel stands. However, it appears as though construction of the proposed Courthouse would have a less-than-significant impact on the building.

The hotel is located at the far northeast corner of the study area, within parcel 259-33-058. Construction of the Proposed Project will occur two parcels to the southwest (259-33-056),

with each parcel sharing a physical distance of approximately fifty yards. In addition to proximity, both the hotel's façade and its more architecturally expounding elevations face Devine and North 1<sup>st</sup> Streets, respectively, which is a direction facing opposite the proposed Courthouse. In a similar vein, the rear elevations of the hotel that are exposed to the viewshed of the Proposed Project display the less illustrative architectural features, including several wall openings that have been bricked-in over time. Finally, vegetation in the form of trees and shrubs partially frame the two rear elevations of the hotel that face the Proposed Project footprint, in some instances reach a height equal to that of the hotel itself. This vegetation acts as a natural barrier between the hotel and the proposed Courthouse, thereby offsetting the potential for visual intrusion upon both the hotel and its historical setting.

Taking each of these elements into account, construction of the proposed Courthouse will have a less-than-significant impact on the historical setting of the Moir Building/St. James Hotel.

## Section 6 Bibliography

### Archives and Architecture

- 1992 *Historical Overview and Context for the City of San Jose*. Submitted to the City of San Jose Planning Department, San Jose, CA.

Allen, R., A. M. Medin, R. S. Baxter, B. Wickstrom, C. Young, J. Costello, G. White, A. Huberland, H. M. Johnson, J. Meyer, and M. Hylkema

- 1999 *Upgrade of the Guadalupe Parkway, San Jose: Historic Properties Treatment Plan*. Past Forward, Foothill Resources, Ltd., KEA Environmental, & Archaeology Laboratory at California State University, Chico. Prepared for California Department of Transportation, District 4, Oakland, CA.

Atwater, Brian F.

- 1979 Late Quaternary depositional history, Holocene sea level changes, and vertical crustal movements, southern San Francisco Bay, California. *United States Geological Survey Professional Paper* 1014, Menlo Park, CA.

Atwater, Brian F., Susan G. Conrad, James N. Dowden, Charles Hedel, Roderick L. MacDonald, and Wayne Savage

- 1977 History, Landforms, and Vegetation of the Estuary's Tidal Marshes. *San Francisco Bay: The Urbanized Estuary*, edited by T. John Conomos, Alan E. Leviton, and Margaret Berson, pp. 347-381. Pacific Division/American Association for the Advancement of Science, San Francisco, CA.

Bellifemine, V.

- 1997 Mortuary Variability in Prehistoric Central California: A Statistical Study of the Yukisma Site, CA-SCL-38. Master's thesis, Department of Interdisciplinary Studies, San Jose State University, San Jose, CA.

Bennyhoff, J.A.

- 1986 The Emeryville Site, Viewed 93 Years Later. *Symposium: A New Look at Some Old Sites*, edited by G.S. Breschini and T. Haversat, pp. 65-75. Archives of California Prehistory 6. Coyote Press, Salinas, CA.

- 
- 1994a The Napa District and Wappo Prehistory. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, edited by R.E. Hughes, pp. 49-56. Contributions to the University of California Archaeological Research Facility 52, Berkeley, CA.
- 
- 1994b Central California Augustine: Implications for Northern California Archaeology. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, edited by R.E. Hughes, pp. 65-74. Contributions to the University of California Archaeological Research Facility 52, Berkeley, CA.
- 
- 1994c A Delta Intrusion to the Bay in the Late Middle Period in Central California. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, edited by R.E. Hughes, pp.7-13. Contributions to the University of California Archaeological Research Facility 52, Berkeley, CA.
- 1994d Variation Within the Meganos Culture. *Toward a New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, edited by R.E. Hughes, pp. 81-89. Contributions to the University of California Archaeological Research Facility 52, Berkeley, CA.
- Bickel, P.  
 1978 Changing Sea Levels Along the California Coast: Anthropological Implication. *Journal of California Anthropology* 5:6–20.
- Bieling, D.G.  
 1998 Archaeological Investigations at CA-MRN-254, the Dominican College Site, San Rafael, Marin County, California. Holman and Associates, San Francisco, CA.
- Cartier, R.R.  
 2002 The Sunnyvale Red Burial, CA-SCL-832. *Proceedings of the Society for California Archaeology* 15:49-52.
- City of San Jose, Department of City Planning, Historic Landmarks Commission.  
 1989 *St. James Square Historic District Design Guidelines*. San Jose, CA.
- City of San Jose  
 1994 Focus on the Future City of San Jose 2020 General Plan. Accessed online at <http://www.sanjoseca.gov/planning/gp/gptext.asp>, June 2009.
- Clark, M.  
 1998 Evaluative Archaeological Investigations at the San Bruno Mountain Mound Site, CA-SMA-40, South San Francisco, California. Holman and Associates, San Francisco. Submitted to Terrabay Development.

Clark, M. and A.L. Reynolds

- 2003 *Archaeological Investigations and Mitigative Data Recovery at CA-SCL-689 on Pulte Homes' Kenwood II Project Area, San Jose, California*. Holman and Associates, San Francisco. Submitted to Pulte Home Corporation, Pleasanton, CA.

Cook, Sherburne F.

- 1943 The Conflict Between the California Indians and White Civilization, I: The Indian Versus the Spanish Mission. *Ibero-Americana* 18. Berkeley, CA.
- 1943a. The Conflict Between the California Indians and White Civilization, II: The Physical and Demographic Reaction of the Non-Mission Indians in Colonial and Provincial California. *Ibero-Americana* 22. Berkeley, CA.

Elsasser, A.B.

- 1978 Development of Regional Prehistoric Cultures. In *California*, edited by R. F. Heizer, pp. 37-57. Handbook of North American Indians, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Fredrickson, D. A.

- 1973 *Early Cultures of the North Coast Ranges, California*. Unpublished Ph.D. dissertation, Department of Anthropology, University of California, Davis, CA.
- 1974a Cultural Diversity in Early Central California: A View from the North Coast Ranges. *The Journal of California Anthropology* I(I).
- 1974b Social Change in Prehistory: A Central California Example. 'Antap: *California Indian Political and Economic Organization*, edited by L.J. Bean and T.F. King, pp. 57-73. Ballena Press Anthropological Papers no. 2. Ballena Press, Menlo Park, CA.
- 1994b Changes in Prehistoric Exchange Systems in the Alamo Locality, Contra Costa County, California. *Toward a New Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson*, edited by R.E. Hughes, pp. 57-64. Contributions of the University of California Archaeological Research Facility no. 52.

Fredrickson, V.M.

- 1968 *Tice Valley: 500 Years of Human History [CA-Cco-309]*. Privately published, Walnut Creek, CA.

Galvan, M.

- 1968 "People of the West": The Ohlone Story. *The Indian Historian* 1(2):9-13.

Gerow, B.A. with R. Force

- 1968 An Analysis of the University Village Complex with a Reappraisal of Central California Archaeology. Stanford University Press, Stanford, CA.

Groza, R.G.

- 2002 An AMS Chronology for Central California *Olivella* Shell Beads. Master's thesis, Department of Anthropology, California State University, San Francisco, CA.

- Hall, J. T.  
 1985 Results of an Archaeological Subsurface Testing Program at CA-SCL-327. Center for Anthropological Research, San Jose State University. On file at the Northwest Information Center at Sonoma State University, Rohnert Park, CA.
- Hylkema, M. G.  
 2002 Tidal Marsh, Oak Woodlands, and Cultural Florescence in the Southern San Francisco Bay Region. In *Catalysts to Complexity: Late Holocene Societies of the California Coast*, edited by J.M. Erlandson and T.L. Jones, pp. 233-262. Cotsen Institute of Archaeology, University of California, Los Angeles, CA.
- Hylkema, M. G. (editor)  
 2006 *Santa Clara Valley Prehistory: Archaeological Investigations at CA-SCL-690, the Tamien Station Site, San Jose, Cal.* Center for Archaeological Research at Davis Publication no. 15.
- Ingram, B.L.  
 1998 Differences in Radiocarbon Age Between Shell and Charcoal from a Holocene Shellmound in Northern California. *Quaternary Research* 49:102-110.
- Jackson, T.L.  
 1986 Late Prehistoric Obsidian Exchange in Central California. Ph.D. dissertation, Department of Anthropology, Stanford University, Stanford, CA.
- 
- 1989 Late Prehistoric Obsidian Production and Exchange in the North Coast Ranges, California. In *Current Directions in California Obsidian Studies*, edited by R.E. Hughes, pp. 79-94. Contributions of the University of California Archaeological Research Facility no. 48.
- Jurmain, R.  
 1983 The Skeletal Biology of CA-ALA-342. Coyote Press, Salinas, CA.
- Justice, N.D.  
 2002 *Stone Age Spear and Arrow Points of California and the Great Basin*. Indiana University Press, Bloomington, IN.
- King, C.  
 1978 Historic Indian Settlements in the Vicinity of the Holiday Inn Site. Pp. 436-469 in Archaeological Investigations at CA-SCL-128, the Holiday Inn Site. Joseph Winter, ed. Prepared for the City of San Jose by the Holiday Inn Corporation. (Limited distribution).
- Kroeber, A.L.  
 1962 The Nature of Land-holding Groups in Aboriginal California. Pp. 19-58 in Two Papers on the Aboriginal Ethnography of California. D.H. Hymes and Robert F. Heizer, eds. *University of California Archaeological Survey Reports* 56. Berkeley, CA.
- Levy, R.  
 1978 Costanoan. In *California*, edited by R. F. Heizer, pp. 485-495. Handbook of North American Indians, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.



LSA Associates, Inc.

2005 *Appendix F.1: Cultural Resources Technical Report*. San Jose Downtown Strategy 2000 EIR. February 2005.

Meyer, J., and J. S. Rosenthal

1997 *Archaeological and Geoarchaeological Investigations at Eight Prehistoric Sites in the Los Vaqueros Reservoir Area, Contra Costa County*. Los Vaqueros Final Report No. 7. Anthropological Studies Center, Sonoma State University, Rohnert Park, CA. Prepared for the Contra Costa Water District, Concord, CA.

Milliken, R.A.

1995 A Time of Little Choice: The Disintegration of the Tribal Culture in the San Francisco Bay Area 1769–1810. In *Ballena Press Anthropological Papers* No. 43, edited by Thomas C. Blackburn. Novato, CA.

Milliken, R.A., R.T. Fitzgerald, M.G. Hylkema, R. Groza, T. Origer, D.G. Bieling, A. Leventhal, R.S. Wiberg, A. Gottsfeld, D. Gillette, V. Bellifemine, E. Strother, R. Cartier, and D.A. Fredrickson

2007 Punctuated Culture Change in the San Francisco Bay Area. In *California Prehistory: Colonization, Culture, and Complexity*, edited by T.L. Jones and K. A. Klar. Altamira Press, Lanham, MD.

Milliken, R.T., and J.A. Bennyhoff

1993 Temporal Changes in Beads as Prehistoric California Grave Goods. In *There Grows a Green Tree: Papers in Honor of David A. Fredrickson*, edited by G. White, P. Mikkelsen, W.R. Hildebrandt, and M.E. Basgall, pp. 381-395. Center for Archaeological Research at Davis no. 11. University of California, Davis, CA.

Moratto, M. J.

1984 *California Archaeology*. Academic Press, San Francisco, CA.

National Park Service.

1978 “St. James Square Historic District: National Register of Historic Places Nomination Form.” Submitted June 1978, signed by the Keeper of the NRHP, November 1979.

LSA Associates, Inc.

2005 *Appendix F.1: Cultural Resources Technical Report*. San Jose Downtown Strategy 2000 EIR. February 2005.

Storey, J. A., V. E. Wessels, and J. A. Wolfe

1966 Radiocarbon Dating of Recent Sediments in the San Francisco Bay. *Mineral Information Service* 19:47–50.

U.S. Soil Conservation Service

1968 *Soils of Santa Clara County*. United States Department of Agriculture, Soil Conservation Service in cooperation with the County of Santa Clara Planning Department, the Santa Clara County Flood Control and Water District, and the Black Mountain, Evergreen and Loma Prieta Soil Conservation Districts. U. S. Government Printing Office.

Vellanoweth, R.I.

- 2001 AMS Radiocarbon Dating and Shell Bead Chronologies: Middle Holocene Trade and Interaction in Western North America. *Journal of Archaeological Science* 28:941-950.

Wallace, W.J., and D.W. Lathrop

- 1975 *West Berkeley (CA-ALA-307): A Culturally Stratified Shellmound on the East Shore of San Francisco Bay*. Contributions of the University of California Archaeological Research Facility no. 29.

Welch, L. E.

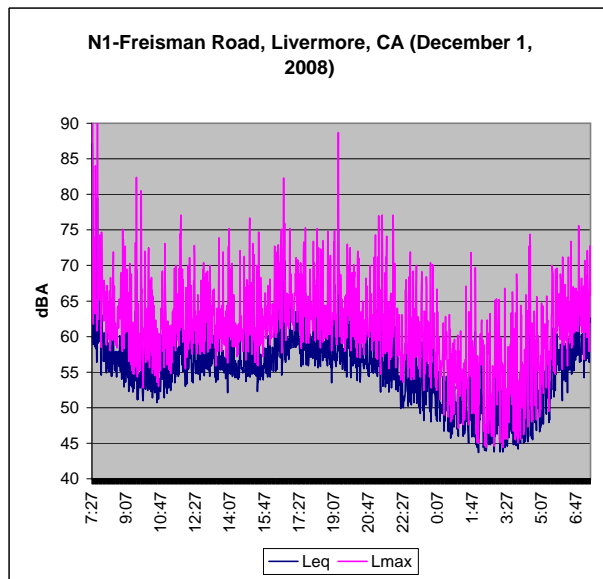
- 1981 *Soil Survey of Alameda County, California, Western Part*. U.S. Soil Conservation Service in cooperation with the University of California Agricultural Experiment Station.

Wickstrom, B.P.

- 1986 An Archaeological Investigation of Prehistoric Sites CA-SON-1250 and CA-SON-1251, Southern Sonoma County, California. Master's thesis, Department of Anthropology, Sonoma State University, Rohnert Park, CA.

*Appendix F*  
*Noise Measurements*

Located on fence separating project site from small private parking near Devine St  
 About 37 feet from edge of Devine Street  
 Located behind some hanging vegetation so some shielding  
 Leq total = 60.8 dBA Ldn = 63.2 CNEL= 63.7



100.4 Lmax  
 71.72041 Max Leq(hr)  
 49.58325 Min Leq(hr)  
 Min Leq(hr) between 4 AM and Mi  
 During peak hour

Date: 06/02/09

#### Calculation of Leq(hr)

Leq	Lmax	L(99.9)	CNEL adj	Ldn Adjust	CNEL energy	Ldn energy	Leq Energy	Energy-Mo	Leq(hr)
7:27:00	87.1	97.9	66.3	0	0	512861384	512861384	5.13E+08	14860757 71.72041
7:28:00	83.3	100.4	52.3	0	0	213796209	213796209	2.14E+08	6324079 68.00997
7:29:00	59.9	64.3	54.3	0	0	977237	977237	977237.2	2783291 64.44559
7:30:00	58.9	61.8	57.3	0	0	776247	776247	776247.1	2773952 64.43099
7:31:00	63	70.4	57.3	0	0	1995262	1995262	1995262	2771057 64.42645
7:32:00	67.8	74	58.3	0	0	6025596	6025596	6025596	2746550 64.38787
7:33:00	59.6	66.4	53.3	0	0	912011	912011	912010.8	2651770 64.23536
7:34:00	63.5	70	54.3	0	0	2238721	2238721	2238721	2643680 64.22209
7:35:00	58.6	63.6	54.3	0	0	724436	724436	724436	2614163 64.17333
7:36:00	58.6	63.2	52.3	0	0	724436	724436	724436	2607483 64.16221
7:37:00	72.8	84	52.3	0	0	19054607	19054607	19054607	2605685 64.15922
7:38:00	58.3	65.2	54.3	0	0	676083	676083	676083	2294593 63.60706
7:39:00	59.4	65.1	51.3	0	0	870964	870964	870963.6	2287810 63.5942
7:40:00	56.4	60.8	52.3	0	0	436516	436516	436515.8	2279487 63.57837
7:41:00	58.5	61.3	55.3	0	0	707946	707946	707945.8	2280759 63.58079
7:42:00	79.5	94.8	56.3	0	0	89125094	89125094	89125094	2278551 63.57659
7:43:00	64.9	77.3	53.3	0	0	3090295	3090295	3090295	803409 59.04937
7:44:00	59.1	62.4	55.3	0	0	812831	812831	812830.5	760451.7 58.81072
7:45:00	59.5	66.4	55.3	0	0	891251	891251	891250.9	755067.6 58.77986
7:46:00	61.2	70.6	54.3	0	0	1318257	1318257	1318257	746549.9 58.73059
7:47:00	60.6	67.1	54.3	0	0	1148154	1148154	1148154	733737.9 58.65541
7:48:00	59.3	65.2	54.3	0	0	851138	851138	851138	731656.9 58.64307
7:49:00	61.8	70.3	55.3	0	0	1513561	1513561	1513561	727513.9 58.61841
7:50:00	66.4	74.3	54.3	0	0	4365158	4365158	4365158	707681.2 58.49838
7:51:00	61.3	67.2	54.3	0	0	1348963	1348963	1348963	645689.4 58.10024
7:52:00	61.2	70	54.3	0	0	1318257	1318257	1318257	636753.9 58.03972
7:53:00	54.6	58.5	52.3	0	0	288403	288403	288403.2	618969.4 57.91669
7:54:00	63.1	74.7	52.3	0	0	2041738	2041738	2041738	628025.4 57.97977
7:55:00	60.8	70.7	52.3	0	0	1202264	1202264	1202264	599029.7 57.77448
7:56:00	61	68.9	52.3	0	0	1258925	1258925	1258925	614624.7 57.8861
7:57:00	60	67.4	53.3	0	0	1000000	1000000	1000000	605716.5 57.82269
7:58:00	59.2	67.7	53.3	0	0	831764	831764	831763.8	640554.8 58.06556
7:59:00	59.3	65.5	54.3	0	0	851138	851138	851138	635851.1 58.03355
8:00:00	56.5	63.2	52.3	0	0	446684	446684	446683.6	624915.2 57.95821
8:01:00	57.8	62.2	53.3	0	0	602560	602560	602559.6	628482 57.98293
8:02:00	60.5	67.9	52.3	0	0	1122018	1122018	1122018	623029.7 57.94509
8:03:00	56.5	67.1	52.3	0	0	446684	446684	446683.6	609722.6 57.85132
8:04:00	58.4	62.8	51.3	0	0	691831	691831	691831	630582 57.99742
8:05:00	59.1	65.9	51.3	0	0	812831	812831	812830.5	622869.6 57.94397
8:06:00	57.7	66.3	51.3	0	0	588844	588844	588843.7	617299.6 57.90496
8:07:00	56.9	62.8	51.3	0	0	489779	489779	489778.8	617762.1 57.90821
8:08:00	54.9	58.8	51.3	0	0	309030	309030	309029.5	636014 58.03467
8:09:00	58.4	63.2	52.3	0	0	691831	691831	691831	635782.2 58.03308
8:10:00	60.4	67.2	53.3	0	0	1096478	1096478	1096478	631361.3 58.00278
8:11:00	55.9	60.8	52.3	0	0	389045	389045	389045.1	617470.5 57.90616
8:12:00	55.6	60.7	52.3	0	0	363078	363078	363078.1	621502.3 57.93443
8:13:00	56.5	63.2	51.3	0	0	446684	446684	446683.6	625041.7 57.95909
8:14:00	59.1	64.7	48.3	0	0	812831	812831	812830.5	620427.4 57.92691

8:15:00	55.1	59.6	50.3	0	0	323594	323594	323593.7	612659.1	57.87219
8:16:00	58.7	65	52.3	0	0	741310	741310	741310.2	611963.2	57.86725
8:17:00	57.8	66.4	50.3	0	0	602560	602560	602559.6	624259.9	57.95365
8:18:00	55.3	60.4	50.3	0	0	338844	338844	338844.2	622194.4	57.93926
8:19:00	55.1	58	51.3	0	0	323594	323594	323593.7	631063	58.00073
8:20:00	61.5	68.3	53.3	0	0	1412538	1412538	1412538	629072.7	57.98701
8:21:00	57.4	64.2	50.3	0	0	549541	549541	549540.9	623389.1	57.94759
8:22:00	55.4	62.3	49.3	0	0	346737	346737	346736.9	619748.9	57.92216
8:23:00	54.4	59.6	50.3	0	0	275423	275423	275422.9	617219.7	57.9044
8:24:00	58.7	65.3	50.3	0	0	741310	741310	741310.2	618965.8	57.91667
8:25:00	54.5	60	50.3	0	0	281838	281838	281838.3	609936.1	57.85284
8:26:00	55.6	59.5	51.3	0	0	363078	363078	363078.1	608004.7	57.83907
8:27:00	58.2	65.5	52.3	0	0	660693	660693	660693.4	606872.1	57.83097
8:28:00	61.3	71.9	53.3	0	0	1348963	1348963	1348963	599767.6	57.77983
8:29:00	56.2	59.7	53.3	0	0	416869	416869	416869.4	580388.4	57.63719
8:30:00	57.8	65.2	51.3	0	0	602560	602560	602559.6	580075.7	57.63485
8:31:00	57.2	67.1	50.3	0	0	524807	524807	524807.5	574031.1	57.58935
8:32:00	55.3	59.7	51.3	0	0	338844	338844	338844.2	569282.3	57.55328
8:33:00	56.3	59.2	52.3	0	0	426580	426580	426579.5	601816.1	57.79464
8:34:00	56.7	61.9	51.3	0	0	467735	467735	467735.1	598704.4	57.77212
8:35:00	55.1	58.8	51.3	0	0	323594	323594	323593.7	596179.3	57.75377
8:36:00	57.9	60.4	55.3	0	0	616595	616595	616595	739327.9	58.68837
8:37:00	55.9	60.4	50.3	0	0	389045	389045	389045.1	733748.6	58.65547
8:38:00	54.3	61.2	50.3	0	0	269153	269153	269153.5	731451	58.64185
8:39:00	55.7	58.4	49.3	0	0	371535	371535	371535.2	729112.2	58.62794
8:40:00	57.1	64	50.3	0	0	512861	512861	512861.4	730195.2	58.63439
8:41:00	57.6	64.3	52.3	0	0	575440	575440	575439.9	723844.6	58.59645
8:42:00	57.9	63.5	52.3	0	0	616595	616595	616595	717900.2	58.56064
8:43:00	57.1	61.2	50.3	0	0	512861	512861	512861.4	711186.9	58.51984
8:44:00	56.9	64.4	50.3	0	0	489779	489779	489778.8	706637.3	58.49197
8:45:00	55.8	65.3	50.3	0	0	380189	380189	380189.4	703171.6	58.47061
8:46:00	57.4	63.1	52.3	0	0	549541	549541	549540.9	701868.4	58.46256
8:47:00	60.1	64.4	53.3	0	0	1023293	1023293	1023293	695885.1	58.42538
8:48:00	57.8	63.9	50.3	0	0	602560	602560	602559.6	682393.5	58.34035
8:49:00	55.1	62.5	49.3	0	0	323594	323594	323593.7	924611.1	59.65959
8:50:00	58.1	68.6	50.3	0	0	645654	645654	645654.2	1026827	60.11497
8:51:00	59.1	69	51.3	0	0	812831	812831	812830.5	1030582	60.13083
8:52:00	54	58.7	51.3	0	0	251189	251189	251188.6	1030898	60.13216
8:53:00	59.2	66.7	51.3	0	0	831764	831764	831763.8	1030037	60.12853
8:54:00	54.8	57.9	51.3	0	0	301995	301995	301995.2	1018371	60.07906
8:55:00	63.3	75.1	52.3	0	0	2137962	2137962	2137962	1015436	60.06653
8:56:00	58.6	65.5	51.3	0	0	724436	724436	724436	983285.3	59.9268
8:57:00	64.9	73.7	51.3	0	0	3090295	3090295	3090295	974693.6	59.88868
8:58:00	57.4	67.5	52.3	0	0	549541	549541	549540.9	927995.4	59.67546
8:59:00	52.9	58.3	49.3	0	0	194984	194984	194984.5	923533.6	59.65453
9:00:00	58.2	65.8	49.3	0	0	660693	660693	660693.4	944935.7	59.75402
9:01:00	54.4	60.4	49.3	0	0	275423	275423	275422.9	938208.1	59.72299
9:02:00	55.1	62.6	50.3	0	0	323594	323594	323593.7	936650.6	59.71578
9:03:00	62.3	72.7	49.3	0	0	1698244	1698244	1698244	934582.8	59.70618
9:04:00	53.6	60.7	49.3	0	0	229087	229087	229086.8	912762.8	59.60358
9:05:00	56.8	63.6	50.3	0	0	478630	478630	478630.1	914095.2	59.60991
9:06:00	57.9	62.8	50.3	0	0	616595	616595	616595	909520.9	59.58813
9:07:00	62	69.5	51.3	0	0	1584893	1584893	1584893	907407.3	59.57802
9:08:00	54.7	60.7	50.3	0	0	295121	295121	295120.9	883888.8	59.46398
9:09:00	56.3	64.4	50.3	0	0	426580	426580	426579.5	886588.2	59.47722
9:10:00	54.2	66	50.3	0	0	263027	263027	263026.8	904130.4	59.56231
9:11:00	58	66.2	51.3	0	0	630957	630957	630957.3	918021.2	59.62853
9:12:00	57.6	64.7	51.3	0	0	575440	575440	575439.9	932731.3	59.69757
9:13:00	52.3	56.5	49.3	0	0	169824	169824	169824.4	926390.4	59.66794
9:14:00	55.4	58.8	51.3	0	0	346737	346737	346736.9	926663.5	59.66922
9:15:00	54.5	58.1	50.3	0	0	281838	281838	281838.3	923917.3	59.65633
9:16:00	61.7	70.3	51.3	0	0	1479108	1479108	1479108	943310.7	59.74655
9:17:00	56.8	65.2	50.3	0	0	478630	478630	478630.1	923809.4	59.65582
9:18:00	59.4	67.9	50.3	0	0	870964	870964	870963.6	918662.6	59.63156
9:19:00	53.1	56	51.3	0	0	204174	204174	204173.8	925617.4	59.66432
9:20:00	60.3	68.8	52.3	0	0	1071519	1071519	1071519	925617.4	59.66432
9:21:00	55.2	59.7	50.3	0	0	331131	331131	331131.1	921944.4	59.64705
9:22:00	52.9	55.2	50.3	0	0	194984	194984	194984.5	918726.2	59.63186
9:23:00	55.8	60.7	50.3	0	0	380189	380189	380189.4	919207.6	59.63414
9:24:00	53	55.5	50.3	0	0	199526	199526	199526.2	927725.3	59.67419
9:25:00	52.2	54.8	50.3	0	0	165959	165959	165958.7	927575.6	59.67349
9:26:00	54.7	62	50.3	0	0	295121	295121	295120.9	934623.7	59.70637
9:27:00	53.7	57.2	51.3	0	0	234423	234423	234422.9	936980.3	59.7173
9:28:00	52.7	54.7	50.3	0	0	186209	186209	186208.7	936176.7	59.71358
9:29:00	56	62	51.3	0	0	398107	398107	398107.2	935776.3	59.71172
9:30:00	53.8	55.7	52.3	0	0	239883	239883	239883.3	931907.1	59.69373
9:31:00	53.8	57.2	49.3	0	0	239883	239883	239883.3	934544.2	59.706
9:32:00	63.6	73.2	52.3	0	0	2290868	2290868	2290868	933509.9	59.70119
9:33:00	53.8	55.9	51.3	0	0	239883	239883	239883.3	898361.7	59.53451
9:34:00	55	61.6	51.3	0	0	316228	316228	316227.8	897766.5	59.53163
9:35:00	69.5	82.4	49.3	0	0	8912509	8912509	8912509	894454.2	59.51558
9:36:00	54.5	66.4	49.3	0	0	281838	281838	281838.3	749730.5	58.74905
9:37:00	54	58.3	50.3	0	0	251189	251189	251188.6	748764.4	58.74345

9:38:00	51.1	54.3	49.3	0	0	128825	128825	128825	747219.4	58.73448
9:39:00	56.4	64.7	49.3	0	0	436516	436516	436515.8	748718.6	58.74319
9:40:00	51.2	54.8	49.3	0	0	131826	131826	131825.7	743640.4	58.71363
9:41:00	53.4	58.7	50.3	0	0	218776	218776	218776.2	745350.4	58.7236
9:42:00	53.3	60.3	50.3	0	0	213796	213796	213796.2	745988.1	58.72732
9:43:00	53.8	56.4	52.3	0	0	239883	239883	239883.3	746331.9	58.72932
9:44:00	54.5	57.5	52.3	0	0	281838	281838	281838.3	745230.1	58.7229
9:45:00	54.8	60.4	52.3	0	0	301995	301995	301995.2	743363.2	58.71201
9:46:00	52.8	55.2	50.3	0	0	190546	190546	190546.1	742061.2	58.7044
9:47:00	53.3	57.5	50.3	0	0	213796	213796	213796.2	747433.1	58.73572
9:48:00	71.8	80.5	50.3	0	0	15135612	15135612	15135612	748056.3	58.73934
9:49:00	68.1	79.9	52.3	0	0	6456542	6456542	6456542	501443.5	57.00222
9:50:00	59.4	66.1	51.3	0	0	870964	870964	870963.6	410501.1	56.13314
9:51:00	59.2	66.7	50.3	0	0	831764	831764	831763.8	413437.2	56.1641
9:52:00	53	58.4	49.3	0	0	199526	199526	199526.2	407019.2	56.09615
9:53:00	51.2	54.3	48.3	0	0	131826	131826	131825.7	407880.3	56.10533
9:54:00	51	52.8	49.3	0	0	125893	125893	125892.5	411875.4	56.14766
9:55:00	53.2	56.4	50.3	0	0	208930	208930	208929.6	414367.6	56.17386
9:56:00	53.2	57.9	50.3	0	0	208930	208930	208929.6	413186.1	56.16146
9:57:00	54.6	61.2	51.3	0	0	288403	288403	288403.2	427156.1	56.30587
9:58:00	54.5	59.4	50.3	0	0	281838	281838	281838.3	457982	56.60848
9:59:00	61.7	72	52.3	0	0	1479108	1479108	1479108	461447.7	56.64123
10:00:00	54.1	59.1	51.3	0	0	257040	257040	257039.6	446610	56.49928
10:01:00	52.6	59.1	50.3	0	0	181970	181970	181970.1	448810.1	56.52063
10:02:00	53	56.4	50.3	0	0	199526	199526	199526.2	449259.4	56.52497
10:03:00	55.9	61.3	51.3	0	0	389045	389045	389045.1	449037.4	56.52283
10:04:00	54.9	58.4	52.3	0	0	309030	309030	309029.5	450348.9	56.53549
10:05:00	53.1	57.1	50.3	0	0	204174	204174	204173.8	447839.9	56.51123
10:06:00	56.9	64	50.3	0	0	489779	489779	489778.8	448721	56.51976
10:07:00	52.4	56.7	50.3	0	0	173780	173780	173780.1	447347.7	56.50645
10:08:00	56.6	62.1	52.3	0	0	457088	457088	457088.2	448835.2	56.52087
10:09:00	61.7	71.6	53.3	0	0	1479108	1479108	1479108	444392.8	56.47767
10:10:00	60.4	72.5	50.3	0	0	1096478	1096478	1096478	423472.2	56.26825
10:11:00	61.8	71.9	49.3	0	0	1513561	1513561	1513561	409195.6	56.11931
10:12:00	52.9	56.8	50.3	0	0	194984	194984	194984.5	389362.8	55.90354
10:13:00	52.7	55.6	49.3	0	0	186209	186209	186208.7	391383.5	55.92603
10:14:00	52.6	58	50.3	0	0	181970	181970	181970.1	393550.5	55.95
10:15:00	61.6	67.9	53.3	0	0	1445440	1445440	1445440	393414	55.9485
10:16:00	54.9	60.2	50.3	0	0	309030	309030	309029.5	375102.3	55.7415
10:17:00	52.3	58	48.3	0	0	169824	169824	169824.4	374043	55.72922
10:18:00	61.1	68.3	50.3	0	0	1288250	1288250	1288250	376860	55.7618
10:19:00	53.1	57.4	49.3	0	0	204174	204174	204173.8	359207.3	55.55345
10:20:00	59.3	66.5	49.3	0	0	851138	851138	851138	369043.2	55.67077
10:21:00	51.4	54.8	49.3	0	0	138038	138038	138038.4	360250.8	55.56605
10:22:00	53.5	58	51.3	0	0	223872	223872	223872.1	364286.6	55.61443
10:23:00	59.5	65.7	52.3	0	0	891251	891251	891250.9	366747.7	55.64367
10:24:00	52.8	55.5	51.3	0	0	190546	190546	190546.1	356926.7	55.52579
10:25:00	57.7	64.4	51.3	0	0	588844	588844	588843.7	360087.5	55.56408
10:26:00	56.4	62.6	51.3	0	0	436516	436516	436515.8	383527.8	55.83797
10:27:00	52.7	55.6	49.3	0	0	186209	186209	186208.7	379983.7	55.79765
10:28:00	52.1	55.6	50.3	0	0	162181	162181	162181	387396.2	55.88155
10:29:00	52.2	54.5	49.3	0	0	165959	165959	165958.7	389179.1	55.90149
10:30:00	56	62.3	49.3	0	0	398107	398107	398107.2	406450.8	56.09008
10:31:00	52.5	57.7	49.3	0	0	177828	177828	177827.9	411083.8	56.1393
10:32:00	52.6	55.8	49.3	0	0	181970	181970	181970.1	416866.8	56.19997
10:33:00	53.1	57.1	50.3	0	0	204174	204174	204173.8	418752.6	56.21958
10:34:00	50.7	53.6	49.3	0	0	117490	117490	117489.8	426110.6	56.29522
10:35:00	53.6	61.1	50.3	0	0	229087	229087	229086.8	430066	56.33535
10:36:00	53.5	60.5	49.3	0	0	223872	223872	223872.1	437778.4	56.41254
10:37:00	52	56.4	49.3	0	0	158489	158489	158489.3	438637.6	56.42106
10:38:00	53.4	57.8	51.3	0	0	218776	218776	218776.2	446512.1	56.49833
10:39:00	51.2	53	49.3	0	0	131826	131826	131825.7	447784.5	56.51069
10:40:00	53.7	58	49.3	0	0	234423	234423	234422.9	470239.2	56.72319
10:41:00	54.1	60.4	50.3	0	0	257040	257040	257039.6	475704.5	56.77337
10:42:00	53.7	56.3	50.3	0	0	234423	234423	234422.9	507053.2	57.05054
10:43:00	52.4	56	50.3	0	0	173780	173780	173780.1	530805.9	57.24936
10:44:00	52.3	55.2	50.3	0	0	169824	169824	169824.4	617414.9	57.90577
10:45:00	53.5	59.6	49.3	0	0	223872	223872	223872.1	623956.8	57.95155
10:46:00	57.1	64	50.3	0	0	512861	512861	512861.4	630986.5	58.0002
10:47:00	54	61.2	48.3	0	0	251189	251189	251188.6	629074	57.98702
10:48:00	55.3	62.7	49.3	0	0	338844	338844	338844.2	644469.1	58.09202
10:49:00	60	68	51.3	0	0	1000000	1000000	1000000	648864.4	58.12154
10:50:00	60.2	69.2	51.3	0	0	1047129	1047129	1047129	637590.9	58.04542
10:51:00	56.5	65.2	52.3	0	0	446684	446684	446683.6	640176.5	58.063
10:52:00	54	57.9	50.3	0	0	251189	251189	251188.6	640709	58.06661
10:53:00	55.7	62.7	50.3	0	0	371535	371535	371535.2	643157.6	58.08317
10:54:00	54.4	61.3	49.3	0	0	275423	275423	275422.9	642358.6	58.07778
10:55:00	51.4	55.6	49.3	0	0	138038	138038	138038.4	644252.3	58.09056
10:56:00	60.2	66.3	50.3	0	0	1047129	1047129	1047129	645949.7	58.10199
10:57:00	63.3	73.1	50.3	0	0	2137962	2137962	2137962	631823	58.00595
10:58:00	56.9	67.5	50.3	0	0	489779	489779	489778.8	600376.8	57.78424
10:59:00	57.7	64.7	50.3	0	0	588844	588844	588843.7	600009.4	57.78158
11:00:00	55.9	63.3	49.3	0	0	389045	389045	389045.1	604711.4	57.81548

11:01:00	53.2	58.3	50.3	0	0	208930	208930	208929.6	601790.6	57.79445
11:02:00	52.7	59.1	50.3	0	0	186209	186209	186208.7	602494.9	57.79953
11:03:00	56.7	62.1	50.3	0	0	467735	467735	467735.1	605170.4	57.81878
11:04:00	52	56	49.3	0	0	158489	158489	158489.3	604650	57.81504
11:05:00	54.1	59	50.3	0	0	257040	257040	257039.6	623479.4	57.94822
11:06:00	56.1	62.2	51.3	0	0	407380	407380	407380.3	624974.3	57.95862
11:07:00	54.2	59.1	51.3	0	0	263027	263027	263026.8	624098.2	57.95253
11:08:00	52.8	55.4	50.3	0	0	190546	190546	190546.1	626050.9	57.9661
11:09:00	53.5	55.5	51.3	0	0	223872	223872	223872.1	648688.8	58.12036
11:10:00	53.8	56.4	51.3	0	0	239883	239883	239883.3	656225.6	58.17053
11:11:00	55.1	60	50.3	0	0	323594	323594	323593.7	665466.4	58.23126
11:12:00	55	61.5	52.3	0	0	316228	316228	316227.8	668236.1	58.2493
11:13:00	55	59.1	51.3	0	0	316228	316228	316227.8	676512.8	58.30276
11:14:00	52.4	54.8	50.3	0	0	173780	173780	173780.1	684179.8	58.3517
11:15:00	55.4	61.6	51.3	0	0	346737	346737	346736.9	687062.4	58.36996
11:16:00	53.9	61.5	50.3	0	0	245471	245471	245470.9	686434	58.36599
11:17:00	55.3	60	52.3	0	0	338844	338844	338844.2	686249.8	58.36482
11:18:00	53.6	56.3	51.3	0	0	229087	229087	229086.8	685521.1	58.36021
11:19:00	59	63.5	54.3	0	0	794328	794328	794328.2	688492.7	58.37899
11:20:00	55.1	58.8	52.3	0	0	323594	323594	323593.7	678985.1	58.3186
11:21:00	55.8	61.5	52.3	0	0	380189	380189	380189.4	689879.1	58.38773
11:22:00	55.7	63.9	53.3	0	0	371535	371535	371535.2	692289.4	58.40288
11:23:00	54.8	58.7	51.3	0	0	301995	301995	301995.2	718594.6	58.56484
11:24:00	55.8	64.1	51.3	0	0	380189	380189	380189.4	736044.1	58.66904
11:25:00	63	69.6	53.3	0	0	1995262	1995262	1995262	737152.3	58.67557
11:26:00	53.5	59.6	51.3	0	0	223872	223872	223872.1	709811.5	58.51143
11:27:00	58	66.6	52.3	0	0	630957	630957	630957.3	711113.5	58.51939
11:28:00	54.3	58	51.3	0	0	269153	269153	269153.5	705990.8	58.48799
11:29:00	60.8	70	53.3	0	0	1202264	1202264	1202264	709123	58.50722
11:30:00	58.3	65.2	53.3	0	0	676083	676083	676083	696033.1	58.4263
11:31:00	57.2	63.1	51.3	0	0	524807	524807	524807.5	689915.6	58.38796
11:32:00	54.7	60.4	51.3	0	0	295121	295121	295120.9	688964.4	58.38197
11:33:00	58.1	62.5	52.3	0	0	645654	645654	645654.2	700712.4	58.4554
11:34:00	55.5	61.9	51.3	0	0	354813	354813	354813.4	694870.1	58.41904
11:35:00	58.4	66	52.3	0	0	691831	691831	691831	694870.1	58.41904
11:36:00	54.4	59.4	51.3	0	0	275423	275423	275422.9	690129.3	58.3893
11:37:00	58	64.8	52.3	0	0	630957	630957	630957.3	692328.6	58.40312
11:38:00	54.7	58.7	51.3	0	0	295121	295121	295120.9	687863.9	58.37503
11:39:00	61.7	69.6	52.3	0	0	1479108	1479108	1479108	692317.6	58.40305
11:40:00	57.5	60.8	54.3	0	0	562341	562341	562341.3	671757	58.27212
11:41:00	63.3	74.4	54.3	0	0	2137962	2137962	2137962	668163.6	58.24883
11:42:00	62.2	73.9	51.3	0	0	1659587	1659587	1659587	640508	58.06525
11:43:00	67.3	77.1	52.3	0	0	5370318	5370318	5370318	631122.9	58.00114
11:44:00	57.5	66.6	54.3	0	0	562341	562341	562341.3	548101.7	57.38861
11:45:00	58.1	61.3	52.3	0	0	645654	645654	645654.2	543999.8	57.35599
11:46:00	56	62.4	52.3	0	0	398107	398107	398107.2	538757.7	57.31394
11:47:00	60.7	69.2	51.3	0	0	1174898	1174898	1174898	542399.2	57.34319
11:48:00	57.8	69.5	51.3	0	0	602560	602560	602559.6	534348.1	57.27824
11:49:00	55.1	59.2	51.3	0	0	323594	323594	323593.7	534582	57.28014
11:50:00	60.8	68	51.3	0	0	1202264	1202264	1202264	547047.4	57.38025
11:51:00	56.8	62.4	51.3	0	0	478630	478630	478630.1	532657.1	57.26448
11:52:00	56	59.4	53.3	0	0	398107	398107	398107.2	529377.2	57.23765
11:53:00	55.1	60.8	51.3	0	0	323594	323594	323593.7	528934.4	57.23402
11:54:00	55.9	60.8	50.3	0	0	389045	389045	389045.1	529592.4	57.23942
11:55:00	53.8	57.6	49.3	0	0	239883	239883	239883.3	530383.6	57.2459
11:56:00	53	55.5	51.3	0	0	199526	199526	199526.2	563697.6	57.51046
11:57:00	54	61.9	50.3	0	0	251189	251189	251188.6	585023.9	57.67174
11:58:00	56.7	66.9	50.3	0	0	467735	467735	467735.1	586751	57.68454
11:59:00	59.4	66.5	51.3	0	0	870964	870964	870963.6	589716.3	57.70643
12:00:00	53.3	58	49.3	0	0	213796	213796	213796.2	584359.3	57.6668
12:01:00	54	57.1	50.3	0	0	251189	251189	251188.6	599931.9	57.78102
12:02:00	55.4	61.8	51.3	0	0	346737	346737	346736.9	601524.4	57.79253
12:03:00	56.4	61.1	52.3	0	0	436516	436516	436515.8	604293.1	57.81248
12:04:00	61.1	70	53.3	0	0	1288250	1288250	1288250	606608.5	57.82909
12:05:00	55.4	58.2	52.3	0	0	346737	346737	346736.9	590656.6	57.71335
12:06:00	55.5	59.9	52.3	0	0	354813	354813	354813.4	603577.9	57.80733
12:07:00	55.8	59.1	52.3	0	0	380189	380189	380189.4	605109.1	57.81834
12:08:00	61.9	71.1	52.3	0	0	1548817	1548817	1548817	603363	57.80579
12:09:00	58.3	68.3	51.3	0	0	676083	676083	676083	600555.8	57.78553
12:10:00	59	63.2	55.3	0	0	794328	794328	794328.2	597640.9	57.7644
12:11:00	56.9	59.6	54.3	0	0	489779	489779	489778.8	599602.2	57.77863
12:12:00	59.1	65.6	52.3	0	0	812831	812831	812830.5	597923.3	57.76646
12:13:00	58.9	67.2	53.3	0	0	776247	776247	776247.1	594892.1	57.74438
12:14:00	55.4	58.3	52.3	0	0	346737	346737	346736.9	589750.2	57.70668
12:15:00	54.9	59.6	52.3	0	0	309030	309030	309029.5	590919.1	57.71528
12:16:00	53.7	57.5	51.3	0	0	234423	234423	234422.9	599315.8	57.77656
12:17:00	54.7	57.9	51.3	0	0	295121	295121	295120.9	608346.2	57.84151
12:18:00	56.1	62.4	50.3	0	0	407380	407380	407380.3	612174.3	57.86875
12:19:00	53.5	59.1	50.3	0	0	223872	223872	223872.1	616652.7	57.90041
12:20:00	59.9	67.8	52.3	0	0	977237	977237	977237.2	621084.5	57.93151
12:21:00	57.2	64	52.3	0	0	524807	524807	524807.5	622249.3	57.93964
12:22:00	62.9	72.8	53.3	0	0	1949845	1949845	1949845	617988.4	57.9098
12:23:00	61.3	70.8	52.3	0	0	1348963	1348963	1348963	592766.3	57.72883

12:24:00	56.5	60.8	54.3	0	0	446684	446684	446683.6	579234.1	57.62854
12:25:00	55.5	63.6	52.3	0	0	354813	354813	354813.4	575607.5	57.60126
12:26:00	54.8	59.1	51.3	0	0	301995	301995	301995.2	574844.4	57.5955
12:27:00	55.1	62.9	51.3	0	0	323594	323594	323593.7	574617.9	57.59379
12:28:00	56.6	62.8	52.3	0	0	457088	457088	457088.2	575561.2	57.60091
12:29:00	56.2	59.1	53.3	0	0	416869	416869	416869.4	576689.8	57.60942
12:30:00	54.9	57.6	51.3	0	0	309030	309030	309029.5	575260.8	57.59865
12:31:00	56.7	59.7	53.3	0	0	467735	467735	467735.1	574201.5	57.59064
12:32:00	60	65.9	52.3	0	0	1000000	1000000	1000000	571212.7	57.56798
12:33:00	54.7	60.8	51.3	0	0	295121	295121	295120.9	559696.5	57.47953
12:34:00	55.5	62.3	52.3	0	0	354813	354813	354813.4	573052.4	57.58194
12:35:00	56.1	59.3	52.3	0	0	407380	407380	407380.3	573190.2	57.58299
12:36:00	56.1	59.6	53.3	0	0	407380	407380	407380.3	572314.1	57.57634
12:37:00	55.6	58.8	52.3	0	0	363078	363078	363078.1	571860.9	57.5729
12:38:00	57.5	63.6	52.3	0	0	562341	562341	562341.3	572599.3	57.57851
12:39:00	53.9	57.5	51.3	0	0	245471	245471	245470.9	568874.3	57.55016
12:40:00	55.4	60	52.3	0	0	346737	346737	346736.9	573733.7	57.5871
12:41:00	56.8	65.7	52.3	0	0	478630	478630	478630.1	574744.4	57.59475
12:42:00	60.4	67.9	51.3	0	0	1096478	1096478	1096478	572818.5	57.58017
12:43:00	55.9	62.4	51.3	0	0	389045	389045	389045.1	561988.6	57.49728
12:44:00	55	57.9	52.3	0	0	316228	316228	316227.8	566020.5	57.52832
12:45:00	55.2	60.4	51.3	0	0	331131	331131	331131.1	566397.4	57.53121
12:46:00	57.9	66.3	53.3	0	0	616595	616595	616595	571394.5	57.56936
12:47:00	58.4	69.5	53.3	0	0	691831	691831	691831	567169.2	57.53713
12:48:00	57.9	65.3	53.3	0	0	616595	616595	616595	564186.4	57.51423
12:49:00	60.3	70.4	54.3	0	0	1071519	1071519	1071519	559060.3	57.47459
12:50:00	55.3	58.7	53.3	0	0	338844	338844	338844.2	547685.7	57.38531
12:51:00	54.5	57.6	52.3	0	0	281838	281838	281838.3	548522.4	57.39194
12:52:00	55.7	62	53.3	0	0	371535	371535	371535.2	551269.8	57.41364
12:53:00	55.6	59.3	52.3	0	0	363078	363078	363078.1	551561.7	57.41594
12:54:00	56.4	60.1	53.3	0	0	436516	436516	436515.8	549794.4	57.402
12:55:00	63.5	68.3	57.3	0	0	2238721	2238721	2238721	550872.2	57.41051
12:56:00	61.7	68.9	53.3	0	0	1479108	1479108	1479108	517944	57.14283
12:57:00	55.5	62	53.3	0	0	354813	354813	354813.4	504822.7	57.03139
12:58:00	58.1	63.9	54.3	0	0	645654	645654	645654.2	506704.7	57.04755
12:59:00	57.4	63.1	54.3	0	0	549541	549541	549540.9	498646.8	56.97793
13:00:00	60.6	69.2	53.3	0	0	1148154	1148154	1148154	495971.9	56.95457
13:01:00	55.4	57.8	53.3	0	0	346737	346737	346736.9	506474	57.04557
13:02:00	57.1	64.8	53.3	0	0	512861	512861	512861.4	552200	57.42096
13:03:00	57.6	67.6	51.3	0	0	575440	575440	575439.9	548685.5	57.39324
13:04:00	55.2	58.8	53.3	0	0	331131	331131	331131.1	605446.1	57.82075
13:05:00	60.5	66.7	53.3	0	0	1122018	1122018	1122018	606562.3	57.82875
13:06:00	56.5	62	53.3	0	0	446684	446684	446683.6	602378.1	57.79869
13:07:00	54.4	58.3	51.3	0	0	275423	275423	275422.9	604524	57.81414
13:08:00	61.4	70	54.3	0	0	1380384	1380384	1380384	610694.6	57.85824
13:09:00	57	62.8	53.3	0	0	501187	501187	501187.2	592606.8	57.72767
13:10:00	59.6	64.3	54.3	0	0	912011	912011	912010.8	592801.4	57.72909
13:11:00	55.9	59.4	53.3	0	0	389045	389045	389045.1	585219.4	57.67319
13:12:00	58	64	53.3	0	0	630957	630957	630957.3	611989.6	57.86744
13:13:00	56.7	61.9	52.3	0	0	467735	467735	467735.1	606064.1	57.82519
13:14:00	56.2	59.1	54.3	0	0	416869	416869	416869.4	608784.4	57.84464
13:15:00	59.1	65.2	53.3	0	0	812831	812831	812830.5	607355.5	57.83443
13:16:00	58.9	66.5	54.3	0	0	776247	776247	776247.1	599721.9	57.7795
13:17:00	57.2	65.4	53.3	0	0	524807	524807	524807.5	604236.5	57.81207
13:18:00	58.3	64.7	52.3	0	0	676083	676083	676083	601682	57.79367
13:19:00	56.9	63.1	52.3	0	0	489779	489779	489778.8	595220.7	57.74678
13:20:00	60.2	66.7	54.3	0	0	1047129	1047129	1047129	592705.1	57.72839
13:21:00	54.3	58.4	52.3	0	0	269153	269153	269153.5	579636.7	57.63156
13:22:00	56.4	61.6	53.3	0	0	436516	436516	436515.8	582769	57.65496
13:23:00	57.3	61.5	54.3	0	0	537032	537032	537031.8	580412.4	57.63737
13:24:00	53.6	55.9	52.3	0	0	229087	229087	229086.8	578409.7	57.62236
13:25:00	54.9	56.8	52.3	0	0	309030	309030	309029.5	580783.8	57.64015
13:26:00	54.6	59.5	51.3	0	0	288403	288403	288403.2	580017.1	57.63441
13:27:00	55.8	61.2	52.3	0	0	380189	380189	380189.4	581261.7	57.64372
13:28:00	57.2	64	52.3	0	0	524807	524807	524807.5	579411.1	57.62987
13:29:00	55.2	58.4	52.3	0	0	331131	331131	331131.1	575048.1	57.59704
13:30:00	53.9	57.9	51.3	0	0	245471	245471	245470.9	573715.7	57.58697
13:31:00	54.6	59.1	52.3	0	0	288403	288403	288403.2	577242.7	57.61358
13:32:00	54.9	61.3	51.3	0	0	309030	309030	309029.5	577026.3	57.61196
13:33:00	60.4	73.9	50.3	0	0	1096478	1096478	1096478	576259.6	57.60618
13:34:00	55.6	61.5	50.3	0	0	363078	363078	363078.1	563632.4	57.50996
13:35:00	55.5	60.9	52.3	0	0	354813	354813	354813.4	592402.7	57.72617
13:36:00	55.8	59.7	52.3	0	0	380189	380189	380189.4	593437	57.73375
13:37:00	56.1	62.3	52.3	0	0	407380	407380	407380.3	593735.6	57.73593
13:38:00	55.3	60.8	52.3	0	0	338844	338844	338844.2	594564.1	57.74199
13:39:00	57.3	63.9	53.3	0	0	537032	537032	537031.8	594830.2	57.74393
13:40:00	56.1	61.2	53.3	0	0	407380	407380	407380.3	591931	57.72271
13:41:00	55.6	57.9	53.3	0	0	363078	363078	363078.1	591054.9	57.71628
13:42:00	56.5	60.8	52.3	0	0	446684	446684	446683.6	591054.9	57.71628
13:43:00	58	64.4	52.3	0	0	630957	630957	630957.3	588760.6	57.69939
13:44:00	55.3	59.1	52.3	0	0	338844	338844	338844.2	584296	57.66633
13:45:00	58	71.9	52.3	0	0	630957	630957	630957.3	584699.9	57.66933
13:46:00	55.6	60.4	52.3	0	0	363078	363078	363078.1	579454.4	57.63019



13:47:00	57.1	62.1	53.3	0	0	512861	512861	512861.4	599818	57.78019
13:48:00	54.9	61.3	52.3	0	0	309030	309030	309029.5	597754.4	57.76523
13:49:00	55.9	58.8	51.3	0	0	389045	389045	389045.1	604959	57.81726
13:50:00	55.9	59.5	51.3	0	0	389045	389045	389045.1	605584.6	57.82175
13:51:00	56.5	62.7	52.3	0	0	446684	446684	446683.6	605437	57.82069
13:52:00	55.9	61.7	51.3	0	0	389045	389045	389045.1	601899.3	57.79524
13:53:00	54.1	59.2	51.3	0	0	257040	257040	257039.6	601607.5	57.79313
13:54:00	57	63.6	53.3	0	0	501187	501187	501187.2	603807.6	57.80899
13:55:00	54.2	57	52.3	0	0	263027	263027	263026.8	616436.6	57.89888
13:56:00	58.4	63.8	53.3	0	0	691831	691831	691831	632557.3	58.011
13:57:00	56.7	64.4	52.3	0	0	467735	467735	467735.1	626060	57.96616
13:58:00	52.1	56.3	50.3	0	0	162181	162181	162181	622854.8	57.94387
13:59:00	55.9	60.5	51.3	0	0	389045	389045	389045.1	625070.5	57.95929
14:00:00	62.5	72.3	52.3	0	0	1778279	1778279	1778279	627958.7	57.97931
14:01:00	64.9	72.7	53.3	0	0	3090295	3090295	3090295	603839.6	57.80922
14:02:00	54.8	60	52.3	0	0	301995	301995	301995.2	568622	57.54824
14:03:00	66	75.2	54.3	0	0	3981072	3981072	3981072	639770.1	58.06024
14:04:00	56	62.3	52.3	0	0	398107	398107	398107.2	577904.8	57.61856
14:05:00	59.4	69.6	52.3	0	0	870964	870964	870963.6	580428.7	57.63749
14:06:00	57.6	69.6	50.3	0	0	575440	575440	575439.9	573187.9	57.58297
14:07:00	58.1	66.4	53.3	0	0	645654	645654	645654.2	570706.9	57.56413
14:08:00	54.7	59.7	52.3	0	0	295121	295121	295120.9	577804.6	57.61781
14:09:00	57.1	63.1	52.3	0	0	512861	512861	512861.4	580504.1	57.63805
14:10:00	56.6	61.6	52.3	0	0	457088	457088	457088.2	576875.1	57.61082
14:11:00	63	70.3	53.3	0	0	1995262	1995262	1995262	576204.7	57.60577
14:12:00	54.4	58.6	52.3	0	0	275423	275423	275422.9	578583.1	57.62366
14:13:00	58	64	53.3	0	0	630957	630957	630957.3	586347.9	57.68155
14:14:00	55.2	58.6	51.3	0	0	331131	331131	331131.1	582779.7	57.65504
14:15:00	55.5	59.5	52.3	0	0	354813	354813	354813.4	582411.4	57.6523
14:16:00	60.2	65.9	53.3	0	0	1047129	1047129	1047129	615568.3	57.89276
14:17:00	55.7	59.9	51.3	0	0	371535	371535	371535.2	603034.8	57.80342
14:18:00	54.6	58.7	51.3	0	0	288403	288403	288403.2	603326.7	57.80553
14:19:00	55.3	60.5	52.3	0	0	338844	338844	338844.2	603790.4	57.80886
14:20:00	54.2	58.6	52.3	0	0	263027	263027	263026.8	603293.5	57.80529
14:21:00	56.6	61.9	51.3	0	0	457088	457088	457088.2	603607	57.80754
14:22:00	54.7	61.5	52.3	0	0	295121	295121	295120.9	603098.5	57.80388
14:23:00	56.2	59.1	51.3	0	0	416869	416869	416869.4	602877.2	57.80229
14:24:00	55.7	61.5	50.3	0	0	371535	371535	371535.2	621155.4	57.932
14:25:00	54.2	57.2	52.3	0	0	263027	263027	263026.8	617793.5	57.90843
14:26:00	55.6	59.2	52.3	0	0	363078	363078	363078.1	617316.8	57.90508
14:27:00	54.3	58.4	51.3	0	0	269153	269153	269153.5	615083.6	57.88934
14:28:00	54.2	58.4	50.3	0	0	263027	263027	263026.8	614881.7	57.88792
14:29:00	54	57.5	51.3	0	0	251189	251189	251188.6	683250.6	58.3458
14:30:00	56.6	61.8	52.3	0	0	457088	457088	457088.2	686508.8	58.36646
14:31:00	54.4	59.2	52.3	0	0	275423	275423	275422.9	683697.4	58.34864
14:32:00	54.2	59.2	52.3	0	0	263027	263027	263026.8	684500.2	58.35374
14:33:00	55.3	60.5	51.3	0	0	338844	338844	338844.2	686452.9	58.36611
14:34:00	63.2	72.1	51.3	0	0	2089296	2089296	2089296	684896.7	58.35625
14:35:00	56.2	59.5	54.3	0	0	416869	416869	416869.4	659447.5	58.1918
14:36:00	56	61.9	52.3	0	0	398107	398107	398107.2	657090	58.17625
14:37:00	56.6	62.9	52.3	0	0	457088	457088	457088.2	655973.8	58.16886
14:38:00	55.5	59.4	52.3	0	0	354813	354813	354813.4	653506.1	58.1525
14:39:00	55.6	61.1	53.3	0	0	363078	363078	363078.1	654076.7	58.15629
14:40:00	55.5	59.5	53.3	0	0	354813	354813	354813.4	653544.2	58.15275
14:41:00	55.6	59.9	52.3	0	0	363078	363078	363078.1	652437.4	58.14539
14:42:00	54.9	58.7	52.3	0	0	309030	309030	309029.5	650477.2	58.13232
14:43:00	55.6	57.9	53.3	0	0	363078	363078	363078.1	650360	58.13154
14:44:00	55.6	60.1	53.3	0	0	363078	363078	363078.1	651098.4	58.13647
14:45:00	55	60.9	52.3	0	0	316228	316228	316227.8	651098.4	58.13647
14:46:00	62	71.3	52.3	0	0	1584893	1584893	1584893	656839.5	58.17459
14:47:00	55.9	61.1	52.3	0	0	389045	389045	389045.1	641955.1	58.07505
14:48:00	58.7	66.9	53.3	0	0	741310	741310	741310.2	645747.6	58.10063
14:49:00	56.3	62.1	53.3	0	0	426580	426580	426579.5	638662.9	58.05272
14:50:00	55.8	59.3	53.3	0	0	380189	380189	380189.4	637466.8	58.04458
14:51:00	53.7	56.7	51.3	0	0	234423	234423	234422.9	636163.6	58.03569
14:52:00	55.7	61.5	52.3	0	0	371535	371535	371535.2	643524.6	58.08565
14:53:00	55.9	61.5	52.3	0	0	389045	389045	389045.1	644607.6	58.09295
14:54:00	61	68	55.3	0	0	1258925	1258925	1258925	648639.4	58.12003
14:55:00	60.9	67.7	54.3	0	0	1230269	1230269	1230269	632143.2	58.00815
14:56:00	54.8	59.9	51.3	0	0	301995	301995	301995.2	622154.7	57.93898
14:57:00	54.4	58.6	50.3	0	0	275423	275423	275422.9	634176.3	58.0221
14:58:00	54.7	57.9	51.3	0	0	295121	295121	295120.9	636221.1	58.03608
14:59:00	57.5	67.1	51.3	0	0	562341	562341	562341.3	636949.8	58.04105
15:00:00	55.2	60.2	52.3	0	0	331131	331131	331131.1	632496.1	58.01058
15:01:00	59.9	73.7	53.3	0	0	977237	977237	977237.2	648948.2	58.1221
15:02:00	66.6	76.7	53.3	0	0	4570882	4570882	4570882	637146.8	58.0424
15:03:00	54.3	60.3	51.3	0	0	269153	269153	269153.5	570337.8	57.56132
15:04:00	57.4	64.7	52.3	0	0	549541	549541	549540.9	573127.2	57.58251
15:05:00	56.4	61.2	53.3	0	0	436516	436516	436515.8	569615.6	57.55582
15:06:00	56.3	66	51.3	0	0	426580	426580	426579.5	570503.3	57.56258
15:07:00	60.3	67.6	52.3	0	0	1071519	1071519	1071519	570668.9	57.56384
15:08:00	56.6	61.8	53.3	0	0	457088	457088	457088.2	560605.8	57.48658
15:09:00	54.7	57.5	52.3	0	0	295121	295121	295120.9	564786.8	57.51885

15:10:00	56.2	59	54.3	0	0	416869	416869	416869.4	568221.2	57.54517
15:11:00	63.3	73.1	53.3	0	0	2137962	2137962	2137962	570864.1	57.56533
15:12:00	58.7	69.6	52.3	0	0	741310	741310	741310.2	540624.6	57.32896
15:13:00	56.2	68.4	51.3	0	0	416869	416869	416869.4	539281	57.31815
15:14:00	54.9	59.6	52.3	0	0	309030	309030	309029.5	542849.1	57.34679
15:15:00	63.7	71.5	51.3	0	0	2344229	2344229	2344229	586885.4	57.68553
15:16:00	54.7	59.1	51.3	0	0	295121	295121	295120.9	560457.9	57.48543
15:17:00	55.9	61.2	52.3	0	0	389045	389045	389045.1	564086.9	57.51346
15:18:00	55	56.4	53.3	0	0	316228	316228	316227.8	562996.1	57.50505
15:19:00	54.9	59.6	52.3	0	0	309030	309030	309029.5	564515.3	57.51676
15:20:00	54.5	59.4	52.3	0	0	281838	281838	281838.3	577639.4	57.61657
15:21:00	56.3	61.2	52.3	0	0	426580	426580	426579.5	586489.3	57.6826
15:22:00	54.5	58	52.3	0	0	281838	281838	281838.3	585158.6	57.67274
15:23:00	61.8	70	50.3	0	0	1513561	1513561	1513561	619531.8	57.92064
15:24:00	52.3	56	50.3	0	0	169824	169824	169824.4	603052.5	57.80355
15:25:00	53.7	58	50.3	0	0	234423	234423	234422.9	659357.7	58.19121
15:26:00	53.6	55.9	50.3	0	0	229087	229087	229086.8	695431.2	58.42254
15:27:00	54.1	58.9	51.3	0	0	257040	257040	257039.6	702374	58.46568
15:28:00	66.4	74.7	53.3	0	0	4365158	4365158	4365158	708605.9	58.50405
15:29:00	56.5	61.6	53.3	0	0	446684	446684	446683.6	647121.4	58.10986
15:30:00	54.6	60.4	52.3	0	0	288403	288403	288403.2	658376.9	58.18475
15:31:00	55.1	60.2	51.3	0	0	323594	323594	323593.7	667117.4	58.24202
15:32:00	55.8	62	51.3	0	0	380189	380189	380189.4	670077.3	58.26125
15:33:00	53.9	58.7	51.3	0	0	245471	245471	245470.9	706580.7	58.49162
15:34:00	57.5	68.3	51.3	0	0	562341	562341	562341.3	738952.2	58.68616
15:35:00	54.4	63.9	51.3	0	0	275423	275423	275422.9	759908.2	58.80761
15:36:00	55.2	59.1	51.3	0	0	331131	331131	331131.1	760124.6	58.80885
15:37:00	54.9	61.1	51.3	0	0	309030	309030	309029.5	761715.4	58.81793
15:38:00	55.9	64	51.3	0	0	389045	389045	389045.1	764360.5	58.83298
15:39:00	55.2	59.5	51.3	0	0	331131	331131	331131.1	771739.1	58.87471
15:40:00	54.6	60.4	50.3	0	0	288403	288403	288403.2	789762.6	58.97497
15:41:00	53.9	57.2	52.3	0	0	245471	245471	245470.9	1074589	60.31243
15:42:00	54.8	58.8	51.3	0	0	301995	301995	301995.2	1102996	60.42574
15:43:00	56.1	62.8	50.3	0	0	407380	407380	407380.3	1124377	60.50912
15:44:00	55.6	61.1	52.3	0	0	363078	363078	363078.1	1313404	61.18398
15:45:00	58.2	62.6	53.3	0	0	660693	660693	660693.4	1315330	61.19035
15:46:00	58.4	66.1	53.3	0	0	691831	691831	691831	1323900	61.21855
15:47:00	57.9	66.1	50.3	0	0	616595	616595	616595	1319644	61.20457
15:48:00	55	60.4	51.3	0	0	316228	316228	316227.8	1318527	61.20089
15:49:00	55.5	59.7	51.3	0	0	354813	354813	354813.4	1323070	61.21583
15:50:00	54.8	61.9	51.3	0	0	301995	301995	301995.2	1332711	61.24736
15:51:00	58.3	64.3	53.3	0	0	676083	676083	676083	1343965	61.28388
15:52:00	56.4	60.3	53.3	0	0	436516	436516	436515.8	1341856	61.27706
15:53:00	58	62	54.3	0	0	630957	630957	630957.3	1344172	61.28455
15:54:00	54.3	60.7	51.3	0	0	269153	269153	269153.5	1344924	61.28698
15:55:00	58	64.3	51.3	0	0	630957	630957	630957.3	1351449	61.308
15:56:00	60.1	67.2	52.3	0	0	1023293	1023293	1023293	1348911	61.29983
15:57:00	56	63.4	51.3	0	0	398107	398107	398107.2	1347410	61.295
15:58:00	55.3	61.7	52.3	0	0	338844	338844	338844.2	1351786	61.30908
15:59:00	54.7	63.3	50.3	0	0	295121	295121	295120.9	1396471	61.45032
16:00:00	61.2	68.1	52.3	0	0	1318257	1318257	1318257	1485276	61.71807
16:01:00	54.3	58.8	52.3	0	0	269153	269153	269153.5	1474836	61.68744
16:02:00	57.5	63	52.3	0	0	562341	562341	562341.3	1489932	61.73166
16:03:00	56.4	60.4	54.3	0	0	436516	436516	436515.8	1493798	61.74292
16:04:00	55.3	59.7	52.3	0	0	338844	338844	338844.2	1498053	61.75527
16:05:00	56.9	61.5	51.3	0	0	489779	489779	489778.8	1512910	61.79813
16:06:00	56.4	62.1	52.3	0	0	436516	436516	436515.8	1522606	61.82588
16:07:00	56.7	62	52.3	0	0	467735	467735	467735.1	1529194	61.84462
16:08:00	58.5	64.6	53.3	0	0	707946	707946	707945.8	1536952	61.8666
16:09:00	57	61.5	53.3	0	0	501187	501187	501187.2	1539016	61.87243
16:10:00	57.6	63.9	51.3	0	0	575440	575440	575439.9	1544210	61.88706
16:11:00	55.1	59.9	52.3	0	0	323594	323594	323593.7	1546418	61.89327
16:12:00	58.2	61.1	55.3	0	0	660693	660693	660693.4	1558477	61.927
16:13:00	58	66.9	54.3	0	0	630957	630957	630957.3	1573279	61.96806
16:14:00	64.7	72.7	55.3	0	0	2951209	2951209	2951209	1581899	61.99179
16:15:00	58.8	66	54.3	0	0	758578	758578	758577.6	1549000	61.90051
16:16:00	57.1	62.3	53.3	0	0	512861	512861	512861.4	1548156	61.89815
16:17:00	55.1	60.7	53.3	0	0	323594	323594	323593.7	1576920	61.9781
16:18:00	56.1	59.9	53.3	0	0	407380	407380	407380.3	1585713	62.00224
16:19:00	60.4	68	52.3	0	0	1096478	1096478	1096478	1595210	62.02818
16:20:00	59.1	69.2	51.3	0	0	812831	812831	812830.5	1596517	62.03174
16:21:00	55.4	60.5	52.3	0	0	346737	346737	346736.9	1595613	62.02928
16:22:00	63.7	71.9	55.3	0	0	2344229	2344229	2344229	1632674	62.12899
16:23:00	57.2	63.9	54.3	0	0	524807	524807	524807.5	1607151	62.06057
16:24:00	65.5	72.9	53.3	0	0	3548134	3548134	3548134	1612920	62.07613
16:25:00	63.8	71.1	54.3	0	0	2398833	2398833	2398833	1569339	61.95717
16:26:00	58.1	64.5	53.3	0	0	645654	645654	645654.2	1542597	61.88252
16:27:00	58	65.5	55.3	0	0	630957	630957	630957.3	1542847	61.88323
16:28:00	58.3	62.3	55.3	0	0	676083	676083	676083	1541922	61.88062
16:29:00	60.5	70.4	55.3	0	0	1122018	1122018	1122018	1543893	61.88617
16:30:00	59.1	65.7	53.3	0	0	812831	812831	812830.5	1554831	61.91683
16:31:00	57	61.2	52.3	0	0	501187	501187	501187.2	1560865	61.93365
16:32:00	64.1	73.5	54.3	0	0	2570396	2570396	2570396	1558848	61.92804

16:33:00	63.4	72.5	55.3	0	0	2187762	2187762	2187762	1534709	61.86026
16:34:00	62.6	75.1	52.3	0	0	1819701	1819701	1819701	1511793	61.79492
16:35:00	54.6	57.7	52.3	0	0	288403	288403	288403.2	1491056	61.73494
16:36:00	56.3	61.5	53.3	0	0	426580	426580	426579.5	1504524	61.77399
16:37:00	56.7	62	53.3	0	0	467735	467735	467735.1	1504049	61.77262
16:38:00	59.2	67.9	53.3	0	0	831764	831764	831763.8	1516758	61.80916
16:39:00	61.5	73.2	54.3	0	0	1412538	1412538	1412538	1552082	61.90915
16:40:00	72.4	82.3	55.3	0	0	17378008	17378008	17378008	1545206	61.88986
16:41:00	62.9	73.7	54.3	0	0	1949845	1949845	1949845	1292885	61.11156
16:42:00	62	68	58.3	0	0	1584893	1584893	1584893	1271148	61.04196
16:43:00	70.7	75.9	59.3	0	0	11748976	11748976	11748976	1258281	60.99778
16:44:00	56.8	62	54.3	0	0	478630	478630	478630.1	1130361	60.53217
16:45:00	60.7	67.8	52.3	0	0	1174898	1174898	1174898	1139836	60.56842
16:46:00	56.4	61.8	52.3	0	0	436516	436516	436515.8	1131523	60.53663
16:47:00	57.4	59.5	54.3	0	0	549541	549541	549540.9	1130882	60.53417
16:48:00	57.7	62.5	52.3	0	0	588844	588844	588843.7	1137640	60.56005
16:49:00	59.7	66.1	54.3	0	0	933254	933254	933254.3	1135621	60.55234
16:50:00	59.9	64.9	57.3	0	0	977237	977237	977237.2	1129881	60.53033
16:51:00	57.4	61.5	53.3	0	0	549541	549541	549540.9	1136077	60.55408
16:52:00	57.6	62	54.3	0	0	575440	575440	575439.9	1133402	60.54384
16:53:00	58.3	61.6	55.3	0	0	676083	676083	676083	1130759	60.5337
16:54:00	58.2	63.6	53.3	0	0	660693	660693	660693.4	1128441	60.52479
16:55:00	56.8	61.1	52.3	0	0	478630	478630	478630.1	1126177	60.51607
16:56:00	59.7	65.9	54.3	0	0	933254	933254	933254.3	1127358	60.52062
16:57:00	58.2	63.9	53.3	0	0	660693	660693	660693.4	1122081	60.50024
16:58:00	64.8	74.8	57.3	0	0	3019952	3019952	3019952	1128928	60.52666
16:59:00	67.5	75.2	54.3	0	0	5623413	5623413	5623413	1091238	60.3792
17:00:00	58.4	64.5	54.3	0	0	691831	691831	691831	1006062	60.02625
17:01:00	60.7	68.8	56.3	0	0	1174898	1174898	1174898	1010449	60.04514
17:02:00	59	63.6	54.3	0	0	794328	794328	794328.2	1001878	60.00815
17:03:00	58.4	62	54.3	0	0	691831	691831	691831	1002187	60.00949
17:04:00	60.9	66	55.3	0	0	1230269	1230269	1230269	999606.8	59.99829
17:05:00	60.3	65.2	57.3	0	0	1071519	1071519	1071519	987265.3	59.94434
17:06:00	59.2	62.4	57.3	0	0	831764	831764	831763.8	982645.5	59.92397
17:07:00	59.7	63.7	55.3	0	0	933254	933254	933254.3	1004415	60.01913
17:08:00	59.2	61.6	56.3	0	0	831764	831764	831763.8	999872.8	59.99945
17:09:00	59.1	62	55.3	0	0	812831	812831	812830.5	1007981	60.03452
17:10:00	58.5	60.8	56.3	0	0	707946	707946	707945.8	1019086	60.08211
17:11:00	60.2	65.1	57.3	0	0	1047129	1047129	1047129	1016033	60.06908
17:12:00	61.9	66.1	58.3	0	0	1548817	1548817	1548817	1005065	60.02194
17:13:00	60.6	65.8	57.3	0	0	1148154	1148154	1148154	986041.3	59.93895
17:14:00	59.9	68.9	56.3	0	0	977237	977237	977237.2	980144.2	59.9129
17:15:00	58.5	67.2	54.3	0	0	707946	707946	707945.8	971834.1	59.87592
17:16:00	63.5	71.1	54.3	0	0	2238721	2238721	2238721	976322.3	59.89593
17:17:00	59.3	65.2	56.3	0	0	851138	851138	851138	955297.6	59.80139
17:18:00	59.9	64.4	55.3	0	0	977237	977237	977237.2	1010590	60.04575
17:19:00	60.7	68.7	54.3	0	0	1174898	1174898	1174898	1005064	60.02194
17:20:00	58.8	62	55.3	0	0	758578	758578	758577.6	995998.1	59.98259
17:21:00	64.1	70.8	55.3	0	0	2570396	2570396	2570396	989406.5	59.95375
17:22:00	59.1	63.7	55.3	0	0	812831	812831	812830.5	977601.3	59.90162
17:23:00	59.4	64.1	54.3	0	0	870964	870964	870963.6	974096.8	59.88602
17:24:00	59.7	68.9	54.3	0	0	933254	933254	933254.3	967198.9	59.85516
17:25:00	59	65.2	54.3	0	0	794328	794328	794328.2	963999.8	59.84077
17:26:00	58.2	60.7	54.3	0	0	660693	660693	660693.4	958556.6	59.81618
17:27:00	57.6	61.5	53.3	0	0	575440	575440	575439.9	953881.5	59.79494
17:28:00	59	63.1	54.3	0	0	794328	794328	794328.2	999479.4	59.99774
17:29:00	62.5	70.4	54.3	0	0	1778279	1778279	1778279	1001441	60.00625
17:30:00	60.7	65.1	54.3	0	0	1174898	1174898	1174898	983601.9	59.92819
17:31:00	55.8	58.3	52.3	0	0	380189	380189	380189.4	977259	59.9001
17:32:00	60.5	68.8	53.3	0	0	1122018	1122018	1122018	980965.2	59.91654
17:33:00	59.1	65.2	56.3	0	0	812831	812831	812830.5	973276.5	59.88236
17:34:00	57.6	61.6	55.3	0	0	575440	575440	575439.9	967347.4	59.85582
17:35:00	60.4	65.9	55.3	0	0	1096478	1096478	1096478	1024108	60.10346
17:36:00	56	59.2	52.3	0	0	398107	398107	398107.2	1014381	60.06201
17:37:00	60.9	71.9	56.3	0	0	1230269	1230269	1230269	1016099	60.06936
17:38:00	64.7	73.3	54.3	0	0	2951209	2951209	2951209	1006110	60.02646
17:39:00	60	66.3	55.3	0	0	1000000	1000000	1000000	971109.3	59.87268
17:40:00	63.5	72.4	55.3	0	0	2238721	2238721	2238721	962990.3	59.83622
17:41:00	58.1	62.8	54.3	0	0	645654	645654	645654.2	935492.4	59.7104
17:42:00	59.1	63.2	53.3	0	0	812831	812831	812830.5	933279.1	59.70012
17:43:00	66.1	75.3	56.3	0	0	4073803	4073803	4073803	934932.1	59.7078
17:44:00	60.2	67.5	55.3	0	0	1047129	1047129	1047129	883702.1	59.46306
17:45:00	58.3	61.9	54.3	0	0	676083	676083	676083	873868.1	59.41446
17:46:00	56	59.1	53.3	0	0	398107	398107	398107.2	871147.7	59.40092
17:47:00	59.8	63.6	54.3	0	0	954993	954993	954992.6	871957.3	59.40495
17:48:00	56.7	60.7	54.3	0	0	467735	467735	467735.1	862524.9	59.35772
17:49:00	57.7	64.2	52.3	0	0	588844	588844	588843.7	934501	59.7058
17:50:00	61.3	65.7	54.3	0	0	1348963	1348963	1348963	932849.9	59.69812
17:51:00	55.9	59.6	53.3	0	0	389045	389045	389045.1	944396.2	59.75154
17:52:00	56.2	59.1	53.3	0	0	416869	416869	416869.4	947954.7	59.76788
17:53:00	57.3	62.9	53.3	0	0	537032	537032	537031.8	949753.7	59.77611
17:54:00	57.2	60	53.3	0	0	524807	524807	524807.5	947592.8	59.76622
17:55:00	57.4	60.2	54.3	0	0	549541	549541	549540.9	954400.3	59.79731

17:56:00	57.9	64.5	53.3	0	0	616595	616595	616595	967212.2	59.85522
17:57:00	60.3	69.5	52.3	0	0	1071519	1071519	1071519	969290.8	59.86454
17:58:00	58.8	64.4	54.3	0	0	758578	758578	758577.6	957624.4	59.81195
17:59:00	57.1	62.4	52.3	0	0	512861	512861	512861.4	951616.6	59.78462
18:00:00	59.8	64.8	53.3	0	0	954993	954993	954992.6	946800.1	59.76258
18:01:00	58.2	63.6	53.3	0	0	660693	660693	660693.4	939236.6	59.72775
18:02:00	59.1	63.2	55.3	0	0	812831	812831	812830.5	934276.4	59.70475
18:03:00	57.3	62	54.3	0	0	537032	537032	537031.8	931245.2	59.69064
18:04:00	56.9	60.8	54.3	0	0	489779	489779	489778.8	941430.5	59.73788
18:05:00	59	63.2	54.3	0	0	794328	794328	794328.2	944279.1	59.751
18:06:00	63.3	73.4	55.3	0	0	2137962	2137962	2137962	987514.3	59.94543
18:07:00	58.2	63.6	54.3	0	0	660693	660693	660693.4	959677.2	59.82125
18:08:00	61.2	70.4	56.3	0	0	1318257	1318257	1318257	1038171	60.16269
18:09:00	61.7	70.3	52.3	0	0	1479108	1479108	1479108	1028555	60.12228
18:10:00	57.2	62.9	53.3	0	0	524807	524807	524807.5	1016259	60.07004
18:11:00	55.9	61.6	52.3	0	0	389045	389045	389045.1	1014621	60.06304
18:12:00	56.1	59.4	53.3	0	0	407380	407380	407380.3	1015085	60.06502
18:13:00	59	67.2	53.3	0	0	794328	794328	794328.2	1014632	60.06309
18:14:00	56.8	62.8	53.3	0	0	478630	478630	478630.1	1010984	60.04744
18:15:00	59.9	68	53.3	0	0	977237	977237	977237.2	1010625	60.0459
18:16:00	59.9	66.7	54.3	0	0	977237	977237	977237.2	1004853	60.02103
18:17:00	66.2	75.2	53.3	0	0	4168694	4168694	4168694	1017530	60.07547
18:18:00	58.1	65	52.3	0	0	645654	645654	645654.2	958567.3	59.81623
18:19:00	58	61.3	54.3	0	0	630957	630957	630957.3	1487129	61.72349
18:20:00	55.6	59.6	51.3	0	0	363078	363078	363078.1	1512246	61.79622
18:21:00	62.7	72.5	55.3	0	0	1862087	1862087	1862087	1524053	61.83
18:22:00	57.8	63.4	53.3	0	0	602560	602560	602559.6	1515501	61.80556
18:23:00	56.6	61.5	53.3	0	0	457088	457088	457088.2	1513812	61.80072
18:24:00	58.7	63.9	54.3	0	0	741310	741310	741310.2	1515566	61.80575
18:25:00	56.7	63.5	52.3	0	0	467735	467735	467735.1	1510000	61.78977
18:26:00	55.8	58.4	52.3	0	0	380189	380189	380189.4	1521341	61.82226
18:27:00	65.2	72.3	54.3	0	0	3311311	3311311	3311311	1530921	61.84953
18:28:00	59.6	64.8	54.3	0	0	912011	912011	912010.8	1483177	61.71193
18:29:00	58.5	61.1	56.3	0	0	707946	707946	707945.8	1484643	61.71622
18:30:00	59	63.4	53.3	0	0	794328	794328	794328.2	1482887	61.71108
18:31:00	57.8	63.1	52.3	0	0	602560	602560	602559.6	1475427	61.68918
18:32:00	58.2	63.9	51.3	0	0	660693	660693	660693.4	1473003	61.68204
18:33:00	56.6	59.2	52.3	0	0	457088	457088	457088.2	1470539	61.67476
18:34:00	66	73.5	55.3	0	0	3981072	3981072	3981072	1473197	61.68261
18:35:00	57.1	61.3	53.3	0	0	512861	512861	512861.4	1418114	61.51711
18:36:00	57	59.6	53.3	0	0	501187	501187	501187.2	1418517	61.51834
18:37:00	58	61.3	54.3	0	0	630957	630957	630957.3	1419114	61.52017
18:38:00	59.3	64.4	54.3	0	0	851138	851138	851138	1414117	61.50485
18:39:00	57.1	59.9	54.3	0	0	512861	512861	512861.4	1414786	61.50691
18:40:00	57.7	64	52.3	0	0	588844	588844	588843.7	1417769	61.51605
18:41:00	57.1	63.1	53.3	0	0	512861	512861	512861.4	1422140	61.52942
18:42:00	59.6	63.6	54.3	0	0	912011	912011	912010.8	1424604	61.53694
18:43:00	60	64.4	54.3	0	0	1000000	1000000	1000000	1413890	61.50416
18:44:00	56.6	61.6	53.3	0	0	457088	457088	457088.2	1410160	61.49269
18:45:00	57.1	62.3	53.3	0	0	512861	512861	512861.4	1443454	61.59403
18:46:00	56.5	59.7	52.3	0	0	446684	446684	446683.6	1468935	61.67003
18:47:00	55.9	59.6	52.3	0	0	389045	389045	389045.1	1475676	61.68991
18:48:00	66.8	74.8	53.3	0	0	4786301	4786301	4786301	1486247	61.72091
18:49:00	56.9	60.3	52.3	0	0	489779	489779	489778.8	1418549	61.51844
18:50:00	63.1	70.7	53.3	0	0	2041738	2041738	2041738	1421654	61.52794
18:51:00	57.8	70.8	53.3	0	0	602560	602560	602559.6	1412277	61.4992
18:52:00	57.2	62.7	52.3	0	0	524807	524807	524807.5	1411185	61.49584
18:53:00	56.1	60.3	52.3	0	0	407380	407380	407380.3	1448342	61.60871
18:54:00	59.7	66.3	54.3	0	0	933254	933254	933254.3	1447200	61.60529
18:55:00	61.2	71.4	54.3	0	0	1318257	1318257	1318257	1436029	61.57163
18:56:00	58.7	70.3	52.3	0	0	741310	741310	741310.2	1426701	61.54333
18:57:00	55.7	62.9	51.3	0	0	371535	371535	371535.2	1435328	61.56951
18:58:00	56	61.1	52.3	0	0	398107	398107	398107.2	1443990	61.59564
18:59:00	53.5	58	50.3	0	0	223872	223872	223872.1	1457393	61.63577
19:00:00	57	60.3	52.3	0	0	501187	501187	501187.2	1462209	61.6501
19:01:00	55.6	62	51.3	5	0	1148154	363078	363078.1	1460340	61.64454
19:02:00	58	61.5	53.3	5	0	1995262	630957	630957.3	1467227	61.66497
19:03:00	60.6	63.4	56.3	5	0	3630781	1148154	1148154	1465258	61.65914
19:04:00	58.2	62.4	55.3	5	0	2089296	660693	660693.4	1462039	61.64959
19:05:00	65.3	73.3	54.3	5	0	10715193	3388442	3388442	1470163	61.67366
19:06:00	56.7	62.4	52.3	5	0	1479108	467735	467735.1	1432390	61.56061
19:07:00	67.3	74.9	53.3	5	0	16982437	5370318	5370318	1431542	61.55804
19:08:00	58.7	62.4	53.3	5	0	2344229	741310	741310.2	1349481	61.30167
19:09:00	58.7	66	54.3	5	0	2344229	741310	741310.2	1345873	61.29004
19:10:00	56.3	62.3	53.3	5	0	1348963	426580	426579.5	1339569	61.26965
19:11:00	56.2	61.6	53.3	5	0	1318257	416869	416869.4	1340077	61.2713
19:12:00	55.8	60	52.3	5	0	1202264	380189	380189.4	1349796	61.30268
19:13:00	57.6	63.1	53.3	5	0	1819701	575440	575439.9	1351813	61.30917
19:14:00	56.6	58.8	54.3	5	0	1445440	457088	457088.2	1346220	61.29116
19:15:00	58	63.7	53.3	5	0	1995262	630957	630957.3	1350957	61.30642
19:16:00	62.4	72	54.3	5	0	5495409	1737801	1737801	1380422	61.40012
19:17:00	58	77.3	54.3	5	0	1995262	630957	630957.3	1357943	61.32881
19:18:00	75.1	88.7	55.3	5	0	102329299	32359366	32359366	1382248	61.40586

19:19:00	63.3	71.7	57.3	5	0	6760830	2137962	2137962	849715.2	59.29273
19:20:00	60.3	66	56.3	5	0	3388442	1071519	1071519	820419	59.14036
19:21:00	61.3	69.3	54.3	5	0	4265795	1348963	1348963	811510.9	59.09294
19:22:00	57	60	54.3	5	0	1584893	501187	501187.2	792846.3	58.99189
19:23:00	57.5	60.8	53.3	5	0	1778279	562341	562341.3	789190.4	58.97182
19:24:00	56.1	65.5	51.3	5	0	1288250	407380	407380.3	789860.8	58.97551
19:25:00	60.6	68.7	54.3	5	0	3630781	1148154	1148154	795145	59.00446
19:26:00	59.8	66.8	54.3	5	0	3019952	954993	954992.6	793867.8	58.99748
19:27:00	56.5	59.1	54.3	5	0	1412538	446684	446683.6	785226.5	58.94995
19:28:00	60	65.3	55.3	5	0	3162278	1000000	1000000	786528.6	58.95714
19:29:00	57.8	63.1	51.3	5	0	1905461	602560	602559.6	781129.9	58.92723
19:30:00	55.4	59	51.3	5	0	1096478	346737	346736.9	781603.2	58.92986
19:31:00	56.6	62.4	51.3	5	0	1445440	457088	457088.2	782308.4	58.93378
19:32:00	57.1	62	54.3	5	0	1621810	512861	512861.4	780882.5	58.92586
19:33:00	57.9	63.3	53.3	5	0	1949845	616595	616595	778248.4	58.91118
19:34:00	58.3	62	51.3	5	0	2137962	676083	676083	775247	58.8944
19:35:00	57.3	64	52.3	5	0	1698244	537032	537031.8	771956.2	58.87593
19:36:00	57.3	61.6	53.3	5	0	1698244	537032	537031.8	770115.3	58.86556
19:37:00	55.2	57.9	52.3	5	0	1047129	331131	331131.1	767954.4	58.85335
19:38:00	59.5	65.6	52.3	5	0	2818383	891251	891250.9	770412.7	58.86723
19:39:00	58.4	62	54.3	5	0	2187762	691831	691831	776540.7	58.90164
19:40:00	59.3	65.9	56.3	5	0	2691535	851138	851138	772987.3	58.88172
19:41:00	58.2	63.6	52.3	5	0	2089296	660693	660693.4	764715.2	58.835
19:42:00	54.3	59.8	51.3	5	0	851138	269153	269153.5	773285.3	58.8834
19:43:00	58.9	70.7	52.3	5	0	2454709	776247	776247.1	776417.5	58.90095
19:44:00	63.9	73	51.3	5	0	7762471	2454709	2454709	769259	58.86073
19:45:00	63.1	71.1	54.3	5	0	6456542	2041738	2041738	733866.1	58.65617
19:46:00	59.3	66.8	55.3	5	0	2691535	851138	851138	704534.4	58.47902
19:47:00	60.1	69.9	52.3	5	0	3235937	1023293	1023293	697296.6	58.43418
19:48:00	58.6	62.9	52.3	5	0	2290868	724436	724436	684832.1	58.35584
19:49:00	58.3	63.2	52.3	5	0	2137962	676083	676083	678277	58.31407
19:50:00	61.7	68.7	54.3	5	0	4677351	1479108	1479108	680247.8	58.32667
19:51:00	57.3	62.3	53.3	5	0	1698244	537032	537031.8	679686.6	58.32309
19:52:00	64.4	72.5	54.3	5	0	8709636	2754229	2754229	678180.8	58.31346
19:53:00	55.3	59.9	51.3	5	0	1071519	338844	338844.2	639066.7	58.05546
19:54:00	54.2	58	50.3	5	0	831764	263027	263026.8	645493.2	58.09892
19:55:00	58.8	63.9	53.3	5	0	2398833	758578	758577.6	648905	58.12181
19:56:00	61	68.4	54.3	5	0	3981072	1258925	1258925	641532.5	58.07219
19:57:00	59.5	66.5	53.3	5	0	2818383	891251	891250.9	625943.7	57.96535
19:58:00	60.8	69	52.3	5	0	3801894	1202264	1202264	618199.1	57.91128
19:59:00	57.1	61.2	53.3	5	0	1621810	512861	512861.4	603311.9	57.80542
20:00:00	55.9	60	52.3	5	0	1230269	389045	389045.1	602927.2	57.80265
20:01:00	58.9	62.5	54.3	5	0	2454709	776247	776247.1	601593.6	57.79303
20:02:00	57.1	61.9	52.3	5	0	1621810	512861	512861.4	596633.3	57.75707
20:03:00	59.8	70.1	52.3	5	0	3019952	954993	954992.6	613899.2	57.88097
20:04:00	60.6	68.4	53.3	5	0	3630781	1148154	1148154	603761.6	57.80866
20:05:00	60.5	69.1	53.3	5	0	3548134	1122018	1122018	591901	57.72249
20:06:00	56.2	59.6	51.3	5	0	1318257	416869	416869.4	614112.5	57.88248
20:07:00	56.5	62	53.3	5	0	1412538	446684	446683.6	612315.2	57.86975
20:08:00	57.2	63.6	52.3	5	0	1659587	524807	524807.5	610140.9	57.8543
20:09:00	55.6	58.4	51.3	5	0	1148154	363078	363078.1	612662.2	57.87221
20:10:00	56.6	62.8	52.3	5	0	1445440	457088	457088.2	612258.3	57.86935
20:11:00	60	66.8	52.3	5	0	3162278	1000000	1000000	612617.3	57.87189
20:12:00	57	60	52.3	5	0	1584893	501187	501187.2	600541	57.78543
20:13:00	53.8	57.1	50.3	5	0	758578	239883	239883.3	628650.6	57.98409
20:14:00	58.7	71.2	51.3	5	0	2344229	741310	741310.2	631287.7	58.00227
20:15:00	63.8	72	52.3	5	0	7585776	2398833	2398833	628523.2	57.98321
20:16:00	55.9	59.4	52.3	5	0	1230269	389045	389045.1	674019.5	58.28672
20:17:00	63.2	71	51.3	5	0	6606934	2089296	2089296	673871.9	58.28577
20:18:00	56.1	59.1	51.3	5	0	1288250	407380	407380.3	651405.5	58.13851
20:19:00	55.8	59.9	53.3	5	0	1202264	380189	380189.4	655131.8	58.16329
20:20:00	57.3	63.3	52.3	5	0	1698244	537032	537031.8	652441.5	58.14542
20:21:00	53.6	57	51.3	5	0	724436	229087	229086.8	646257	58.10405
20:22:00	54.5	57.8	51.3	5	0	891251	281838	281838.3	649074	58.12294
20:23:00	57.8	63.4	53.3	5	0	1905461	602560	602559.6	651994.8	58.14244
20:24:00	58.6	62.7	53.3	5	0	2290868	724436	724436	650305.3	58.13117
20:25:00	60.3	63.5	57.3	5	0	3388442	1071519	1071519	646584.5	58.10625
20:26:00	56.4	59.1	53.3	5	0	1380384	436516	436515.8	704907.2	58.48132
20:27:00	57.2	61	54.3	5	0	1659587	524807	524807.5	711494.7	58.52172
20:28:00	58.3	65	54.3	5	0	2137962	676083	676083	706073.3	58.4885
20:29:00	58	63.9	54.3	5	0	1995262	630957	630957.3	702080.5	58.46387
20:30:00	55.9	60.5	52.3	5	0	1230269	389045	389045.1	695948.3	58.42577
20:31:00	55.7	59.8	52.3	5	0	1174898	371535	371535.2	694983.1	58.41974
20:32:00	55.5	57.5	52.3	5	0	1122018	354813	354813.4	693276.7	58.40907
20:33:00	56.4	62.3	52.3	5	0	1380384	436516	436515.8	691647.2	58.39885
20:34:00	56.8	60.3	54.3	5	0	1513561	478630	478630.1	698234.6	58.44001
20:35:00	56.3	59.1	54.3	5	0	1348963	426580	426579.5	693507.2	58.41051
20:36:00	56.1	61.2	51.3	5	0	1288250	407380	407380.3	692589.8	58.40476
20:37:00	56.8	59.5	52.3	5	0	1513561	478630	478630.1	723981.3	58.59727
20:38:00	61	68.2	52.3	5	0	3981072	1258925	1258925	734704.4	58.66113
20:39:00	56.8	60.4	53.3	5	0	1513561	478630	478630.1	759626.1	58.806
20:40:00	55.5	62.8	53.3	5	0	1122018	354813	354813.4	755295.2	58.78117
20:41:00	60.7	67.1	53.3	5	0	3715352	1174898	1174898	754079	58.77417

20:42:00	56.6	62.9	53.3	5	0	1445440	457088	457088.2	740144.8	58.69317
20:43:00	55.4	60.8	51.3	5	0	1096478	346737	346736.9	739474.4	58.68923
20:44:00	55.2	60.7	51.3	5	0	1047129	331131	331131.1	744211.4	58.71696
20:45:00	54.5	60	50.3	5	0	891251	281838	281838.3	741458.6	58.70087
20:46:00	56.2	60.7	52.3	5	0	1318257	416869	416869.4	744738.4	58.72004
20:47:00	54.4	60.8	52.3	5	0	870964	275423	275422.9	742941.1	58.70954
20:48:00	55.2	59.9	49.3	5	0	1047129	331131	331131.1	752866.8	58.76718
20:49:00	59	63.6	52.3	5	0	2511886	794328	794328.2	751346	58.7584
20:50:00	61.6	70	51.3	5	0	4570882	1445440	1445440	749906.3	58.75007
20:51:00	56.5	61.3	52.3	5	0	1412538	446684	446683.6	734766.1	58.66149
20:52:00	56.1	60.7	51.3	5	0	1288250	407380	407380.3	731139.5	58.64
20:53:00	58.6	66	52.3	5	0	2290868	724436	724436	727525.6	58.61848
20:54:00	56.7	62.2	53.3	5	0	1479108	467735	467735.1	719638.2	58.57114
20:55:00	55	58.4	52.3	5	0	1000000	316228	316227.8	724197.8	58.59857
20:56:00	55.1	58	51.3	5	0	1023293	323594	323593.7	723846	58.59646
20:57:00	56.3	62.4	51.3	5	0	1348963	426580	426579.5	897039.3	59.52811
20:58:00	54.9	61.1	51.3	5	0	977237	309030	309029.5	1031786	60.1359
20:59:00	56.9	63.1	51.3	5	0	1548817	489779	489778.8	1034431	60.14702
21:00:00	54.9	59.4	51.3	5	0	977237	309030	309029.5	1030359	60.12989
21:01:00	56.8	60	51.3	5	0	1513561	478630	478630.1	1036220	60.15452
21:02:00	61.9	71.2	51.3	5	0	4897788	1548817	1548817	1051250	60.21706
21:03:00	55.4	60.3	52.3	5	0	1096478	346737	346736.9	1031487	60.13464
21:04:00	56.4	62.1	53.3	5	0	1380384	436516	436515.8	1030299	60.12963
21:05:00	63.9	74.3	51.3	5	0	7762471	2454709	2454709	1027721	60.11875
21:06:00	54.9	60.4	51.3	5	0	977237	309030	309029.5	989772.7	59.95535
21:07:00	55	57	52.3	5	0	1000000	316228	316227.8	988713.4	59.9507
21:08:00	58.3	63.3	54.3	5	0	2137962	676083	676083	993958.9	59.97368
21:09:00	55.3	57.8	51.3	5	0	1071519	338844	338844.2	988742.2	59.95083
21:10:00	56.8	60	52.3	5	0	1513561	478630	478630.1	991642.4	59.96355
21:11:00	54.4	56.8	51.3	5	0	870964	275423	275422.9	986495.7	59.94095
21:12:00	63.4	71.2	52.3	5	0	6918310	2187762	2187762	985387.5	59.93607
21:13:00	56	63.1	50.3	5	0	1258925	398107	398107.2	952327.7	59.78786
21:14:00	57.6	63.4	52.3	5	0	1819701	575440	575439.9	950389.9	59.77902
21:15:00	67.1	77	51.3	5	0	16218101	5128614	5128614	944281.3	59.75101
21:16:00	55.8	59.5	52.3	5	0	1202264	380189	380189.4	862990.9	59.36006
21:17:00	58.7	65.9	51.3	5	0	2344229	741310	741310.2	860300.7	59.3465
21:18:00	58	66.6	51.3	5	0	1995262	630957	630957.3	851943.6	59.30411
21:19:00	53.4	56.7	50.3	5	0	691831	218776	218776.2	843056.4	59.25857
21:20:00	52.2	54.7	49.3	5	0	524807	165959	165958.7	841710.7	59.25163
21:21:00	56	60	51.3	5	0	1258925	398107	398107.2	843131.2	59.25895
21:22:00	56.6	63.2	52.3	5	0	1445440	457088	457088.2	843285.8	59.25975
21:23:00	57	64.6	50.3	5	0	1584893	501187	501187.2	840938.1	59.24764
21:24:00	57	62.7	51.3	5	0	1584893	501187	501187.2	836676.2	59.22557
21:25:00	66.6	77.1	50.3	5	0	14454398	4570882	4570882	830068.3	59.19114
21:26:00	59.2	71.9	52.3	5	0	2630268	831764	831763.8	755714.4	58.78358
21:27:00	53	57.2	50.3	5	0	630957	199526	199526.2	743518.3	58.71292
21:28:00	56.4	63.2	51.3	5	0	1380384	436516	436515.8	742291.1	58.70574
21:29:00	54.2	60.8	50.3	5	0	831764	263027	263026.8	737424.9	58.67718
21:30:00	55.2	59.9	49.3	5	0	1047129	331131	331131.1	735139.3	58.6637
21:31:00	54.3	57.9	50.3	5	0	851138	269153	269153.5	732029.5	58.64529
21:32:00	54.1	61.1	50.3	5	0	812831	257040	257039.6	730246.6	58.6347
21:33:00	59.2	69	51.3	5	0	2630268	831764	831763.8	739509.8	58.68944
21:34:00	52.9	57.6	48.3	5	0	616595	194984	194984.5	729645.2	58.63112
21:35:00	55.7	62.9	49.3	5	0	1174898	371535	371535.2	736209.5	58.67001
21:36:00	63.6	71.2	51.3	5	0	7244360	2290868	2290868	733748.4	58.65547
21:37:00	60.5	70.3	52.3	5	0	3548134	1122018	1122018	699658.5	58.44886
21:38:00	64.4	74.1	51.3	5	0	8709636	2754229	2754229	683922	58.35007
21:39:00	53.4	57.9	49.3	5	0	691831	218776	218776.2	640784.1	58.06712
21:40:00	54.5	58	51.3	5	0	891251	281838	281838.3	639903.8	58.06115
21:41:00	55.3	60.4	50.3	5	0	1071519	338844	338844.2	636951.8	58.04107
21:42:00	56.2	64.4	49.3	5	0	1318257	416869	416869.4	636454.8	58.03768
21:43:00	58	64.9	52.3	5	0	1995262	630957	630957.3	653049.3	58.14946
21:44:00	52.2	55.5	49.3	5	0	524807	165959	165958.7	649017.4	58.12256
21:45:00	56.8	62.2	50.3	5	0	1513561	478630	478630.1	648255.2	58.11746
21:46:00	54.9	60.4	51.3	5	0	977237	309030	309029.5	649228.6	58.12398
21:47:00	59.4	64	51.3	5	0	2754229	870964	870963.6	670493	58.26394
21:48:00	53.8	56.8	51.3	5	0	758578	239883	239883.3	659708.1	58.19352
21:49:00	58.5	65.5	52.3	5	0	2238721	707946	707945.8	659896.6	58.19476
21:50:00	57.3	66.1	48.3	5	0	1698244	537032	537031.8	649924.9	58.12863
21:51:00	53.6	58.4	48.3	5	0	724436	229087	229086.8	646367.6	58.1048
21:52:00	52.8	57.1	48.3	5	0	602560	190546	190546.1	647582.8	58.11295
21:53:00	54	58.9	50.3	5	0	794328	251189	251188.6	647110	58.10978
21:54:00	58.7	65.1	51.3	5	0	2344229	741310	741310.2	646654.7	58.10672
21:55:00	54.7	59.9	50.3	5	0	933254	295121	295120.9	658390.2	58.18483
21:56:00	70.3	77.1	52.3	5	0	33884416	10715193	10715193	656953.7	58.17535
21:57:00	69.3	74.5	53.3	5	0	26915348	8511380	8511380	480325.3	56.81535
21:58:00	56.7	65.1	49.3	5	0	1479108	467735	467735.1	341644.7	55.33575
21:59:00	53.9	61.8	48.3	5	0	776247	245471	245470.9	338439.5	55.29481
22:00:00	58.2	64.3	52.3	5	0	2089296	660693	660693.4	340127.3	55.31642
22:01:00	61.4	70.3	50.3	10	10	13803843	13803843	1380384	331818.8	55.20901
22:02:00	55.6	60.7	50.3	10	10	3630781	3630781	363078.1	312543.6	54.94911
22:03:00	54.4	60.4	50.3	10	10	2754229	2754229	275422.9	309668	54.90896
22:04:00	54.5	58.8	51.3	10	10	2818383	2818383	281838.3	319931.8	55.05057

22:05:00	52.5	55.6	48.3	10	10	1778279	1778279	177827.9	330088.7	55.18631
22:06:00	53.9	58.6	48.3	10	10	2454709	2454709	245470.9	329038.5	55.17247
22:07:00	58	64	49.3	10	10	6309573	6309573	630957.3	327094.4	55.14673
22:08:00	55.6	64	48.3	10	10	3630781	3630781	363078.1	322770.7	55.08894
22:09:00	57.1	63.9	49.3	10	10	5128614	5128614	512861.4	319822.9	55.0491
22:10:00	52.3	59.6	48.3	10	10	1698244	1698244	169824.4	314757.3	54.97976
22:11:00	53.2	57.3	47.3	10	10	2089296	2089296	208929.6	313712.8	54.96532
22:12:00	53.1	58.6	49.3	10	10	2041738	2041738	204173.8	311897.3	54.94012
22:13:00	54.5	63.1	48.3	10	10	2818383	2818383	281838.3	314013.3	54.96948
22:14:00	53.2	58.7	50.3	10	10	2089296	2089296	208929.6	310982.6	54.92736
22:15:00	54	57.9	50.3	10	10	2511886	2511886	251188.6	310330.9	54.91825
22:16:00	53.4	57.4	48.3	10	10	2187762	2187762	218776.2	307530.7	54.87888
22:17:00	53.8	57.6	48.3	10	10	2398833	2398833	239883.3	306132.7	54.8591
22:18:00	49.9	53.9	47.3	10	10	977237	977237	97723.72	305098.4	54.8444
22:19:00	51.4	55.1	47.3	10	10	1380384	1380384	138038.4	307955.6	54.88488
22:20:00	54	60.3	46.3	10	10	2511886	2511886	251188.6	319517.7	55.04495
22:21:00	56.1	63.1	48.3	10	10	4073803	4073803	407380.3	319422.4	55.04365
22:22:00	55	62.5	47.3	10	10	3162278	3162278	316227.8	317551.4	55.01814
22:23:00	53.9	59.9	49.3	10	10	2454709	2454709	245470.9	315177.3	54.98555
22:24:00	50.2	55.5	47.3	10	10	1047129	1047129	104712.9	312606.1	54.94997
22:25:00	50.4	53.6	46.3	10	10	1096478	1096478	109647.8	313691.3	54.96502
22:26:00	50	53.6	46.3	10	10	1000000	1000000	100000	312965	54.95496
22:27:00	51	56.3	45.3	10	10	1258925	1258925	125892.5	314548.1	54.97687
22:28:00	51.6	55.9	47.3	10	10	1445440	1445440	144544	320803	55.06238
22:29:00	51	57.5	45.3	10	10	1258925	1258925	125892.5	320541	55.05884
22:30:00	51.6	56.7	45.3	10	10	1445440	1445440	144544	320493.2	55.05819
22:31:00	52.1	56.8	46.3	10	10	1621810	1621810	162181	320606.8	55.05973
22:32:00	59.1	66.6	47.3	10	10	8128305	8128305	812830.5	319731.2	55.04785
22:33:00	53.8	58.4	47.3	10	10	2398833	2398833	239883.3	322850.7	55.09002
22:34:00	57.7	68	50.3	10	10	5888437	5888437	588843.7	333706.8	55.23365
22:35:00	53.5	57.9	49.3	10	10	2238721	2238721	223872.1	327142.5	55.14737
22:36:00	53.9	58	47.3	10	10	2454709	2454709	245470.9	326241.7	55.13539
22:37:00	52.5	57.6	48.3	10	10	1778279	1778279	177827.9	327069.2	55.1464
22:38:00	52.2	58.8	47.3	10	10	1659587	1659587	165958.7	330740.5	55.19487
22:39:00	52.2	57.2	46.3	10	10	1659587	1659587	165958.7	334609.7	55.24538
22:40:00	50.2	54.3	46.3	10	10	1047129	1047129	104712.9	335407	55.25572
22:41:00	54.9	64.4	47.3	10	10	3090295	3090295	309029.5	338695	55.29809
22:42:00	61.5	68.4	47.3	10	10	14125375	14125375	1412538	336186	55.2658
22:43:00	55.9	65.9	50.3	10	10	3890451	3890451	389045.1	314272.4	54.97306
22:44:00	50.8	55.6	47.3	10	10	1202264	1202264	120226.4	309240	54.90296
22:45:00	57.3	68.3	46.3	10	10	5370318	5370318	537031.8	321752.2	55.07522
22:46:00	62	71.9	48.3	10	10	15848932	15848932	1584893	313853.3	54.96727
22:47:00	53.5	60.2	48.3	10	10	2238721	2238721	223872.1	288958.4	54.60835
22:48:00	54	59.5	48.3	10	10	2511886	2511886	251188.6	286972.4	54.5784
22:49:00	50.4	53.9	48.3	10	10	1096478	1096478	109647.8	284531.2	54.5413
22:50:00	55.1	58.7	50.3	10	10	3235937	3235937	323593.7	286185.9	54.56648
22:51:00	54.8	62.7	51.3	10	10	3019952	3019952	301995.2	283495.7	54.52546
22:52:00	52.1	54.4	49.3	10	10	1621810	1621810	162181	298966.9	54.75623
22:53:00	53.5	56.3	49.3	10	10	2238721	2238721	223872.1	299746	54.76753
22:54:00	61.6	69.2	50.3	10	10	14454398	14454398	1445440	298717.9	54.75261
22:55:00	53.2	58.4	50.3	10	10	2089296	2089296	208929.6	277457.6	54.43197
22:56:00	50.7	54	47.3	10	10	1174898	1174898	117489.8	279368.7	54.46178
22:57:00	52.8	57.6	49.3	10	10	1905461	1905461	190546.1	280113.5	54.47334
22:58:00	54.4	59.2	47.3	10	10	2754229	2754229	275422.9	279460.4	54.4632
22:59:00	55.4	63.9	47.3	10	10	3467369	3467369	346736.9	277067.1	54.42585
23:00:00	52.1	58.6	47.3	10	10	1621810	1621810	162181	272581.9	54.35497
23:01:00	53.5	58.4	47.3	10	10	2238721	2238721	223872.1	271265.1	54.33394
23:02:00	52.8	57.1	47.3	10	10	1905461	1905461	190546.1	270637.4	54.32388
23:03:00	59.5	66.4	48.3	10	10	8912509	8912509	891250.9	268588.4	54.29087
23:04:00	59.5	70	49.3	10	10	8912509	8912509	891250.9	265002.3	54.2325
23:05:00	50.6	57.3	47.3	10	10	1148154	1148154	114815.4	251224.2	54.00061
23:06:00	51.1	57.6	46.3	10	10	1288250	1288250	128825	254703.8	54.06036
23:07:00	55.7	62.8	46.3	10	10	3715352	3715352	371535.2	255589.6	54.07543
23:08:00	52.7	61.9	46.3	10	10	1862087	1862087	186208.7	252361.1	54.02022
23:09:00	53.2	62.2	45.3	10	10	2089296	2089296	208929.6	251454.8	54.0046
23:10:00	50.3	55.5	46.3	10	10	1071519	1071519	107151.9	250437.8	53.987
23:11:00	50	57.1	45.3	10	10	1000000	1000000	100000	250357.4	53.9856
23:12:00	55.2	62.1	49.3	10	10	3311311	3311311	331131.1	250694.5	53.99145
23:13:00	50	56.8	47.3	10	10	1000000	1000000	100000	246251.8	53.91379
23:14:00	52.3	58.3	47.3	10	10	1698244	1698244	169824.4	246455.1	53.91738
23:15:00	49.2	54.3	45.3	10	10	831764	831764	83176.38	245110.1	53.89361
23:16:00	51.3	57.3	46.3	10	10	1348963	1348963	134896.3	245142.4	53.89418
23:17:00	52.5	57.1	47.3	10	10	1778279	1778279	177827.9	244485.8	53.88254
23:18:00	54.3	65.6	47.3	10	10	2691535	2691535	269153.5	243349.5	53.8623
23:19:00	59.2	69.1	47.3	10	10	8317638	8317638	831763.8	240455.2	53.81034
23:20:00	53.9	60.3	46.3	10	10	2454709	2454709	245470.9	227978.8	53.57894
23:21:00	54.7	60.4	47.3	10	10	2951209	2951209	295120.9	226718	53.55486
23:22:00	52.4	60	46.3	10	10	1737801	1737801	173780.1	226389.7	53.54857
23:23:00	49.6	58	45.3	10	10	912011	912011	91201.08	225497.1	53.53141
23:24:00	52.3	56.8	46.3	10	10	1698244	1698244	169824.4	224756.7	53.51713
23:25:00	48.2	52.4	46.3	10	10	660693	660693	66069.34	225102	53.52379
23:26:00	52.9	59.9	45.3	10	10	1949845	1949845	194984.5	227907.9	53.57759
23:27:00	57	63.6	49.3	10	10	5011872	5011872	501187.2	225734.3	53.53598

23:28:00	51.1	54.7	46.3	10	10	1288250	1288250	128825	220211.6	53.4284
23:29:00	50.9	56.3	46.3	10	10	1230269	1230269	123026.9	221467.4	53.4531
23:30:00	51.8	55.9	47.3	10	10	1513561	1513561	151356.1	221467.4	53.4531
23:31:00	50.4	57.1	46.3	10	10	1096478	1096478	109647.8	221091.9	53.44573
23:32:00	60	68.4	46.3	10	10	10000000	10000000	1000000	223854.8	53.49966
23:33:00	59.5	67.2	47.3	10	10	8912509	8912509	891250.9	208743.5	53.19613
23:34:00	52.9	58.2	48.3	10	10	1949845	1949845	194984.5	195374.8	52.90868
23:35:00	52.3	56.5	48.3	10	10	1698244	1698244	169824.4	193952.5	52.87695
23:36:00	54.7	59	50.3	10	10	2951209	2951209	295120.9	191901.6	52.83079
23:37:00	56	62.2	48.3	10	10	3981072	3981072	398107.2	188896.6	52.76224
23:38:00	56	61.6	48.3	10	10	3981072	3981072	398107.2	183525.7	52.63697
23:39:00	53.3	58.2	47.3	10	10	2137962	2137962	213796.2	177652.4	52.49571
23:40:00	54.8	61.9	48.3	10	10	3019952	3019952	301995.2	179239.6	52.53434
23:41:00	52	56.2	48.3	10	10	1584893	1584893	158489.3	176120	52.45809
23:42:00	49.9	54.3	45.3	10	10	977237	977237	97723.72	178749	52.52244
23:43:00	49.4	55.6	45.3	10	10	870964	870964	87096.36	179317.3	52.53622
23:44:00	59.4	70.4	46.3	10	10	8709636	8709636	870963.6	178484.9	52.51602
23:45:00	48	53.1	45.3	10	10	630957	630957	63095.73	165292.8	52.18254
23:46:00	49.6	52.8	46.3	10	10	912011	912011	91201.08	165505.5	52.18812
23:47:00	50.2	57.2	46.3	10	10	1047129	1047129	104712.9	165086.6	52.17712
23:48:00	50.2	56.4	47.3	10	10	1047129	1047129	104712.9	164052.3	52.14982
23:49:00	53.2	58.7	46.3	10	10	2089296	2089296	208929.6	163935.9	52.14674
23:50:00	52.1	59.1	45.3	10	10	1621810	1621810	162181	161939.1	52.09352
23:51:00	60.9	70.1	49.3	10	10	12302688	12302688	1230269	161106.1	52.07112
23:52:00	53.2	59.1	47.3	10	10	2089296	2089296	208929.6	141728.5	51.51457
23:53:00	52.1	59.1	46.3	10	10	1621810	1621810	162181	139141.4	51.43456
23:54:00	52.3	58.3	46.3	10	10	1698244	1698244	169824.4	139204.3	51.43653
23:55:00	55.1	63.3	46.3	10	10	3235937	3235937	323593.7	139699.3	51.45194
23:56:00	52.1	59	46.3	10	10	1621810	1621810	162181	135692.4	51.32555
23:57:00	51.8	54.3	47.3	10	10	1513561	1513561	151356.1	134993.1	51.30312
23:58:00	51.2	56.4	46.3	10	10	1318257	1318257	131825.7	133825.3	51.26538
23:59:00	48.9	53	45.3	10	10	776247	776247	77624.71	133148.2	51.24335
0:00:00	49.2	55.9	46.3	10	10	831764	831764	83176.38	133240.7	51.24637
0:01:00	52.7	57.8	45.3	10	10	1862087	1862087	186208.7	132689.8	51.22837
0:02:00	48.3	52.4	45.3	10	10	676083	676083	67608.3	130613.9	51.1599
0:03:00	58.3	66.7	46.3	10	10	6760830	6760830	676083	131273	51.18175
0:04:00	48.1	54.1	45.3	10	10	645654	645654	64565.42	122708	50.88873
0:05:00	55.1	63.5	47.3	10	10	3235937	3235937	323593.7	122486.6	50.88089
0:06:00	52.6	57.6	48.3	10	10	1819701	1819701	181970.1	117756.9	50.70986
0:07:00	52.5	58.8	49.3	10	10	1778279	1778279	177827.9	118127	50.72349
0:08:00	51.2	58.7	47.3	10	10	1318257	1318257	131825.7	116581.8	50.66631
0:09:00	51.7	59.9	45.3	10	10	1479108	1479108	147910.8	117087.7	50.68511
0:10:00	50.1	55.2	45.3	10	10	1023293	1023293	102329.3	115626.8	50.63058
0:11:00	50.8	56.5	45.3	10	10	1202264	1202264	120226.4	116751.7	50.67263
0:12:00	48.1	51.1	45.3	10	10	645654	645654	64565.42	119131.7	50.76027
0:13:00	50.5	56.6	45.3	10	10	1122018	1122018	112201.8	119647.2	50.77903
0:14:00	49.5	54.4	45.3	10	10	891251	891251	89125.09	118804.9	50.74834
0:15:00	49.3	55.6	45.3	10	10	851138	851138	85113.8	119064.7	50.75783
0:16:00	49.8	55.3	46.3	10	10	954993	954993	95499.26	119649.9	50.77912
0:17:00	50.4	55.7	45.3	10	10	1096478	1096478	109647.8	119265.6	50.76515
0:18:00	49.8	56	45.3	10	10	954993	954993	95499.26	118442.4	50.73507
0:19:00	49.2	56.3	45.3	10	10	831764	831764	83176.38	118003.8	50.71896
0:20:00	52.3	58.7	49.3	10	10	1698244	1698244	169824.4	117281.1	50.69228
0:21:00	54.4	61.9	46.3	10	10	2754229	2754229	275422.9	115774.5	50.63613
0:22:00	50.8	58.3	46.3	10	10	1202264	1202264	120226.4	112508	50.51184
0:23:00	46.7	49	45.3	10	10	467735	467735	46773.51	111215.2	50.46164
0:24:00	52.8	59.6	45.3	10	10	1905461	1905461	190546.1	111215.2	50.46164
0:25:00	53.7	59.1	46.3	10	10	2344229	2344229	234422.9	108855.8	50.36851
0:26:00	48.1	56.8	45.3	10	10	645654	645654	64565.42	106540.4	50.27514
0:27:00	52.3	60.3	47.3	10	10	1698244	1698244	169824.4	106540.4	50.27514
0:28:00	53.1	62.8	44.3	10	10	2041738	2041738	204173.8	107192.1	50.30163
0:29:00	50.9	58.8	45.3	10	10	1230269	1230269	123026.9	104890.4	50.20736
0:30:00	51.1	57.5	46.3	10	10	1288250	1288250	128825	104325.3	50.1839
0:31:00	54.4	60.7	45.3	10	10	2754229	2754229	275422.9	103254.4	50.13908
0:32:00	49.7	55.4	45.3	10	10	933254	933254	93325.43	100149.4	50.00648
0:33:00	49.5	55.1	44.3	10	10	891251	891251	89125.09	99621.62	49.98354
0:34:00	50.4	54.8	45.3	10	10	1096478	1096478	109647.8	98863.73	49.95037
0:35:00	46.7	48.7	45.3	10	10	467735	467735	46773.51	97563.31	49.89287
0:36:00	50.6	56.7	44.3	10	10	1148154	1148154	114815.4	100347	50.01505
0:37:00	48.8	53.6	45.3	10	10	758578	758578	75857.76	103352.1	50.14319
0:38:00	46.6	50.4	44.3	10	10	457088	457088	45708.82	103189	50.13633
0:39:00	54.9	63.1	46.3	10	10	3090295	3090295	309029.5	105130.2	50.21727
0:40:00	50.6	57.4	46.3	10	10	1148154	1148154	114815.4	101807.2	50.07778
0:41:00	55	61	46.3	10	10	3162278	3162278	316227.8	101413.6	50.06096
0:42:00	51.2	59.2	45.3	10	10	1318257	1318257	131825.7	99625.28	49.9837
0:43:00	45.7	48	44.3	10	10	371535	371535	37153.52	116128.5	50.64939
0:44:00	49	57.6	44.3	10	10	794328	794328	79432.82	117175.9	50.68838
0:45:00	48.8	54.2	45.3	10	10	758578	758578	75857.76	116500.5	50.66328
0:46:00	48.2	52	46.3	10	10	660693	660693	66069.34	118799.4	50.74814
0:47:00	46.3	48.4	44.3	10	10	426580	426580	42657.95	119525.7	50.77461
0:48:00	49.9	58.4	45.3	10	10	977237	977237	97723.72	119493.7	50.77345
0:49:00	49.5	53.2	47.3	10	10	891251	891251	89125.09	118966.2	50.75423
0:50:00	50.5	59.1	46.3	10	10	1122018	1122018	112201.8	119729	50.78199



0:51:00	48.3	57.9	46.3	10	10	676083	676083	67608.3	120213.2	50.79952
0:52:00	47.3	49.1	45.3	10	10	537032	537032	53703.18	119734.8	50.7822
0:53:00	52.2	58.3	46.3	10	10	1659587	1659587	165958.7	119992.8	50.79155
0:54:00	53	59.6	46.3	10	10	1995262	1995262	199526.2	118208.3	50.72648
0:55:00	49.2	55.5	45.3	10	10	831764	831764	83176.38	134464.4	51.28607
0:56:00	50.8	58	46.3	10	10	1202264	1202264	120226.4	136641.4	51.35582
0:57:00	49.1	54.1	46.3	10	10	812831	812831	81283.05	135141	51.30787
0:58:00	49.6	53.5	46.3	10	10	912011	912011	91201.08	135080	51.30591
0:59:00	49.2	54	46.3	10	10	831764	831764	83176.38	134611.6	51.29082
1:00:00	47	52.7	45.3	10	10	501187	501187	50118.72	133684.4	51.26081
1:01:00	47.9	53.2	44.3	10	10	616595	616595	61659.5	134235.3	51.27867
1:02:00	50.3	57.6	46.3	10	10	1071519	1071519	107151.9	133856.1	51.26638
1:03:00	52.1	60.2	45.3	10	10	1621810	1621810	162181	132550.9	51.22383
1:04:00	47.1	53.1	45.3	10	10	512861	512861	51286.14	130238.6	51.1474
1:05:00	46	47.1	45.3	10	10	398107	398107	39810.72	130003	51.13953
1:06:00	53.1	58	46.3	10	10	2041738	2041738	204173.8	129958.7	51.13805
1:07:00	49.3	54.4	45.3	10	10	851138	851138	85113.8	127735.7	51.06312
1:08:00	52.1	56	46.3	10	10	1621810	1621810	162181	127444	51.05319
1:09:00	47.8	51.6	46.3	10	10	602560	602560	60255.96	126526.8	51.02183
1:10:00	52.3	55.9	47.3	10	10	1698244	1698244	169824.4	128486.4	51.08857
1:11:00	54.2	60.8	46.3	10	10	2630268	2630268	263026.8	127042.2	51.03948
1:12:00	49.8	53.8	46.3	10	10	954993	954993	95499.26	131206.1	51.17954
1:13:00	47.9	54.7	46.3	10	10	616595	616595	61659.5	134204.9	51.27768
1:14:00	50.2	55.1	47.3	10	10	1047129	1047129	104712.9	134697.2	51.29359
1:15:00	50.8	55.4	47.3	10	10	1202264	1202264	120226.4	134338.3	51.282
1:16:00	48.6	54.2	45.3	10	10	724436	724436	72443.6	134799.7	51.29689
1:17:00	47.8	51.9	44.3	10	10	602560	602560	60255.96	135462.3	51.31819
1:18:00	48.4	55.4	45.3	10	10	691831	691831	69183.1	134917.1	51.30067
1:19:00	46	47.6	44.3	10	10	398107	398107	39810.72	134255.9	51.27933
1:20:00	49	54.4	44.3	10	10	794328	794328	79432.82	134197.5	51.27745
1:21:00	49	56.3	45.3	10	10	794328	794328	79432.82	134540.3	51.28852
1:22:00	46.3	48.3	45.3	10	10	426580	426580	42657.95	133635.1	51.25921
1:23:00	46.7	49.4	45.3	10	10	467735	467735	46773.51	133439.2	51.25283
1:24:00	46.9	50.4	45.3	10	10	489779	489779	48977.88	133078.3	51.24107
1:25:00	49.8	56.8	45.3	10	10	954993	954993	95499.26	132680.6	51.22807
1:26:00	48.1	52.7	45.3	10	10	645654	645654	64565.42	131498.1	51.18919
1:27:00	53.2	67.1	45.3	10	10	2089296	2089296	208929.6	130881	51.16877
1:28:00	48.2	54.7	45.3	10	10	660693	660693	66069.34	129065.5	51.1081
1:29:00	49.5	54.7	45.3	10	10	891251	891251	89125.09	131962.4	51.2045
1:30:00	48.1	52.7	45.3	10	10	645654	645654	64565.42	131712.5	51.19627
1:31:00	49.5	54	44.3	10	10	891251	891251	89125.09	132303.1	51.2157
1:32:00	47.9	52	44.3	10	10	616595	616595	61659.5	131496.7	51.18915
1:33:00	46.4	50.3	44.3	10	10	436516	436516	43651.58	130984.1	51.17218
1:34:00	45	47.6	43.3	10	10	316228	316228	31622.78	130759.9	51.16474
1:35:00	53.3	63.5	44.3	10	10	2137962	2137962	213796.2	130772.1	51.16515
1:36:00	54.7	61.8	46.3	10	10	2951209	2951209	295120.9	127970.7	51.0711
1:37:00	48.2	54.9	45.3	10	10	660693	660693	66069.34	129999.8	51.13943
1:38:00	52.1	61.2	44.3	10	10	1621810	1621810	162181	129402	51.11941
1:39:00	50.4	58.3	44.3	10	10	1096478	1096478	109647.8	127409.9	51.05203
1:40:00	49.6	54.4	47.3	10	10	912011	912011	91201.08	126246	51.01218
1:41:00	53.2	58.8	47.3	10	10	2089296	2089296	208929.6	125277.8	50.97874
1:42:00	60.5	71.8	45.3	10	10	11220185	11220185	1122018	122335	50.87551
1:43:00	50	56.8	45.3	10	10	1000000	1000000	100000	104396.5	50.18686
1:44:00	45.9	49.2	44.3	10	10	389045	389045	38904.51	103491.7	50.14905
1:45:00	53.3	59.4	45.3	10	10	2137962	2137962	213796.2	103919.3	50.16696
1:46:00	50.4	58.2	45.3	10	10	1096478	1096478	109647.8	101035	50.04472
1:47:00	46.1	49.6	43.3	10	10	407380	407380	40738.03	99722.63	49.98794
1:48:00	48.2	54.2	43.3	10	10	660693	660693	66069.34	100170.5	50.0074
1:49:00	51.3	57.9	46.3	10	10	1348963	1348963	134896.3	99469.12	49.97688
1:50:00	51.5	58.4	44.3	10	10	1412538	1412538	141253.8	97798.74	49.90333
1:51:00	45.9	49.2	44.3	10	10	389045	389045	38904.51	105487.2	50.232
1:52:00	48.4	53.5	44.3	10	10	691831	691831	69183.1	105502.3	50.23262
1:53:00	47.7	53.3	45.3	10	10	588844	588844	58884.37	107995.5	50.33406
1:54:00	60.7	69.7	46.3	10	10	11748976	11748976	1174898	107909.1	50.33058
1:55:00	53.3	63.5	44.3	10	10	2137962	2137962	213796.2	90850.11	49.58325
1:56:00	44.8	46.3	44.3	10	10	301995	301995	30199.52	95082.43	49.781
1:57:00	48.9	57.3	43.3	10	10	776247	776247	77624.71	96207.83	49.8321
1:58:00	48	55.4	44.3	10	10	630957	630957	63095.73	95625.05	49.80572
1:59:00	44.4	45.1	43.3	10	10	275423	275423	27542.29	96165.11	49.83018
2:00:00	49.2	57.3	43.3	10	10	831764	831764	83176.38	96643.31	49.85172
2:01:00	45.9	50.7	43.3	10	10	389045	389045	38904.51	96675.6	49.85317
2:02:00	44.6	48.4	43.3	10	10	288403	288403	28840.32	100213.7	50.00927
2:03:00	43.7	45	43.3	10	10	234423	234423	23442.29	107528.6	50.31524
2:04:00	45.7	52	43.3	10	10	371535	371535	37153.52	111324.4	50.4659
2:05:00	45.7	50.6	43.3	10	10	371535	371535	37153.52	111324.4	50.4659
2:06:00	48.5	56.3	44.3	10	10	707946	707946	70794.58	111104.9	50.45733
2:07:00	48.3	56.3	43.3	10	10	676083	676083	67608.3	110353.4	50.42786
2:08:00	50.3	59.6	44.3	10	10	1071519	1071519	107151.9	110712	50.44195
2:09:00	52.5	60.4	45.3	10	10	1778279	1778279	177827.9	111890	50.48791
2:10:00	49.2	56	43.3	10	10	831764	831764	83176.38	110712	50.44195
2:11:00	57.1	61.9	45.3	10	10	5128614	5128614	512861.4	110881.2	50.44858
2:12:00	54.4	62.3	45.3	10	10	2754229	2754229	275422.9	103752.1	50.15997
2:13:00	49.6	56	44.3	10	10	912011	912011	91201.08	99620.72	49.9835

2:14:00	49.2	56.8	43.3	10	10	831764	831764	83176.38	98500.51	49.93438
2:15:00	51.7	59.3	43.3	10	10	1479108	1479108	147910.8	97523.35	49.89109
2:16:00	50.5	59.5	43.3	10	10	1122018	1122018	112201.8	95573.22	49.80336
2:17:00	44.4	47.4	43.3	10	10	275423	275423	27542.29	94281.08	49.74425
2:18:00	44.7	46.7	43.3	10	10	295121	295121	29512.09	95208.32	49.78675
2:19:00	45.6	49.6	43.3	10	10	363078	363078	36307.81	95208.32	49.78675
2:20:00	50	58.8	43.3	10	10	1000000	1000000	100000	101087.3	50.04696
2:21:00	44	44.7	43.3	10	10	251189	251189	25118.86	99879.65	49.99477
2:22:00	44.9	47.6	43.3	10	10	309030	309030	30902.95	99976.05	49.99896
2:23:00	44	45	43.3	10	10	251189	251189	25118.86	99952.87	49.99795
2:24:00	44	44.9	43.3	10	10	251189	251189	25118.86	100245.2	50.01064
2:25:00	43.9	44.4	43.3	10	10	245471	245471	24547.09	100606.1	50.02624
2:26:00	44.4	46.8	43.3	10	10	275423	275423	27542.29	100788.3	50.0341
2:27:00	50	55.6	45.3	10	10	1000000	1000000	100000	100810	50.03503
2:28:00	53.8	62.3	46.3	10	10	2398833	2398833	239883.3	99822.27	49.99227
2:29:00	48.7	57.5	44.3	10	10	741310	741310	74131.02	97971.3	49.91099
2:30:00	50	60.5	44.3	10	10	1000000	1000000	100000	97763.44	49.90176
2:31:00	46.1	47.8	44.3	10	10	407380	407380	40738.03	98799.79	49.94756
2:32:00	44.9	46.4	43.3	10	10	309030	309030	30902.95	98754.47	49.94557
2:33:00	44.8	46.8	43.3	10	10	301995	301995	30199.52	99315.51	49.97017
2:34:00	45.1	51.2	43.3	10	10	323594	323594	32359.37	99574	49.98146
2:35:00	46.6	51.5	44.3	10	10	457088	457088	45708.82	100270.2	50.01172
2:36:00	56.2	63.2	44.3	10	10	4168694	4168694	416869.4	101028.4	50.04443
2:37:00	44.8	48.3	43.3	10	10	301995	301995	30199.52	95181.73	49.78554
2:38:00	46.3	50	43.3	10	10	426580	426580	42657.95	99375.71	49.9728
2:39:00	46	47.6	45.3	10	10	398107	398107	39810.72	99481.04	49.9774
2:40:00	45.2	46.3	44.3	10	10	331131	331131	33113.11	100562.7	50.02437
2:41:00	45.1	46	44.3	10	10	323594	323594	32359.37	100738.4	50.03195
2:42:00	46.6	51.9	44.3	10	10	457088	457088	45708.82	110013.1	50.41444
2:43:00	46.6	50.4	44.3	10	10	457088	457088	45708.82	112733.5	50.52053
2:44:00	48.1	55.9	45.3	10	10	645654	645654	64565.42	113527.1	50.55099
2:45:00	46.1	54.8	44.3	10	10	407380	407380	40738.03	112954.3	50.52903
2:46:00	44.9	45.9	44.3	10	10	309030	309030	30902.95	113630.1	50.55493
2:47:00	48.3	54.8	44.3	10	10	676083	676083	67608.3	115165.5	50.61322
2:48:00	43.8	44.6	43.3	10	10	239883	239883	23988.33	114749.6	50.59751
2:49:00	45.4	48.8	43.3	10	10	346737	346737	34673.69	115077.3	50.6099
2:50:00	57.8	65.1	44.3	10	10	6025596	6025596	602559.6	115002.8	50.60708
2:51:00	46	54.3	43.3	10	10	398107	398107	39810.72	109993.4	50.41367
2:52:00	53.4	59.4	46.3	10	10	2187762	2187762	218776.2	110127.6	50.41896
2:53:00	47.3	55.4	44.3	10	10	537032	537032	53703.18	106973.2	50.29275
2:54:00	51.8	59.1	43.3	10	10	1513561	1513561	151356.1	115028.6	50.60806
2:55:00	56.7	65.3	44.3	10	10	4677351	4677351	467735.1	120859.2	50.8228
2:56:00	49.9	57.8	44.3	10	10	977237	977237	97723.72	113682.8	50.55695
2:57:00	46.3	50.4	44.3	10	10	426580	426580	42657.95	112970	50.52963
2:58:00	49.8	56.8	44.3	10	10	954993	954993	95499.26	112810.9	50.52351
2:59:00	47.5	52.4	43.3	10	10	562341	562341	56234.13	111657.6	50.47888
3:00:00	49.3	60.9	43.3	10	10	851138	851138	85113.8	111679.5	50.47973
3:01:00	54	63.9	47.3	10	10	2511886	2511886	251188.6	110825.6	50.4464
3:02:00	56.7	65.2	44.3	10	10	4677351	4677351	467735.1	107819.1	50.32696
3:03:00	54	64.4	44.3	10	10	2511886	2511886	251188.6	101259	50.05434
3:04:00	45.7	50.8	43.3	10	10	371535	371535	37153.52	98199.32	49.92108
3:05:00	43.8	45.2	43.3	10	10	239883	239883	23988.33	98107.14	49.91701
3:06:00	44.1	45.1	43.3	10	10	257040	257040	25703.96	103226.2	50.1379
3:07:00	49.5	56.9	43.3	10	10	891251	891251	89125.09	103849.4	50.16404
3:08:00	52.5	59.8	44.3	10	10	1778279	1778279	177827.9	108277.5	50.34538
3:09:00	50.3	59.7	43.3	10	10	1071519	1071519	107151.9	105933	50.25031
3:10:00	49.7	55.2	43.3	10	10	933254	933254	93325.43	105702.5	50.24085
3:11:00	49.3	56.3	44.3	10	10	851138	851138	85113.8	104963.4	50.21038
3:12:00	44.4	45.9	43.3	10	10	275423	275423	27542.29	104399.6	50.18699
3:13:00	43.8	44.4	43.3	10	10	239883	239883	23988.33	105093.6	50.21576
3:14:00	43.9	44.8	43.3	10	10	245471	245471	24547.09	105220.8	50.22102
3:15:00	44.9	48.4	43.3	10	10	309030	309030	30902.95	105793.1	50.24457
3:16:00	45.4	50.1	43.3	10	10	346737	346737	34673.69	105842.8	50.24661
3:17:00	49.2	56	44.3	10	10	831764	831764	83176.38	107178.5	50.30108
3:18:00	44.7	47.4	44.3	10	10	295121	295121	29512.09	106687.3	50.28113
3:19:00	55.9	66.8	44.3	10	10	3890451	3890451	389045.1	106747.3	50.28357
3:20:00	44.4	45.6	43.3	10	10	275423	275423	27542.29	100974.2	50.0421
3:21:00	44.9	46.5	44.3	10	10	309030	309030	30902.95	110557.8	50.43589
3:22:00	44.7	46.9	44.3	10	10	295121	295121	29512.09	111828.6	50.48553
3:23:00	46.3	48.8	44.3	10	10	426580	426580	42657.95	113801.9	50.5615
3:24:00	46.7	52.7	44.3	10	10	467735	467735	46773.51	117681.4	50.70708
3:25:00	45.5	48.6	44.3	10	10	354813	354813	35481.34	117550.2	50.70223
3:26:00	44.6	45.6	43.3	10	10	288403	288403	28840.32	117510.7	50.70078
3:27:00	46.1	49.9	44.3	10	10	407380	407380	40738.03	118156.9	50.72459
3:28:00	51.1	58.5	44.3	10	10	1288250	1288250	128825	118126.3	50.72347
3:29:00	47.9	51.1	45.3	10	10	616595	616595	61659.5	121498.1	50.84569
3:30:00	52.1	58.6	45.3	10	10	1621810	1621810	162181	153724.8	51.86744
3:31:00	45.8	47.9	44.3	10	10	380189	380189	38018.94	152650.5	51.83698
3:32:00	48.1	53.8	44.3	10	10	645654	645654	64565.42	169469	52.2909
3:33:00	46.6	52	44.3	10	10	457088	457088	45708.82	200890.3	53.02959
3:34:00	48.7	55.6	45.3	10	10	741310	741310	74131.02	225354.5	53.52866
3:35:00	49.6	59	44.3	10	10	912011	912011	91201.08	224798	53.51792
3:36:00	48.2	52.7	45.3	10	10	660693	660693	66069.34	224237	53.50707

3:37:00	54.5	63.3	44.3	10	10	2818383	2818383	281838.3	223755.1	53.49773
3:38:00	46.9	51.5	44.3	10	10	489779	489779	48977.88	222540	53.47408
3:39:00	50.2	57.6	44.3	10	10	1047129	1047129	104712.9	222503.2	53.47336
3:40:00	46.4	50.4	44.3	10	10	436516	436516	43651.58	221349.4	53.45078
3:41:00	57.7	66.3	45.3	10	10	5888437	5888437	588843.7	221857.3	53.46074
3:42:00	53.2	63.1	45.3	10	10	2089296	2089296	208929.6	214939.6	53.32316
3:43:00	49.7	56.8	44.3	10	10	933254	933254	93325.43	213012.9	53.28406
3:44:00	44.8	46.7	44.3	10	10	301995	301995	30199.52	213284.9	53.2896
3:45:00	49.1	55.9	45.3	10	10	812831	812831	81283.05	217814.9	53.38087
3:46:00	50.9	61.1	44.3	10	10	1230269	1230269	123026.9	223249.8	53.48791
3:47:00	46.3	50.7	44.3	10	10	426580	426580	42657.95	222227	53.46797
3:48:00	46.4	51.6	44.3	10	10	436516	436516	43651.58	223386.1	53.49056
3:49:00	44.8	45.5	44.3	10	10	301995	301995	30199.52	224906.8	53.52003
3:50:00	54.8	63.3	44.3	10	10	3019952	3019952	301995.2	225958.9	53.54029
3:51:00	46.8	52	44.3	10	10	478630	478630	47863.01	221723.4	53.45812
3:52:00	44.7	45.9	44.3	10	10	295121	295121	29512.09	231441.6	53.64441
3:53:00	57.3	68.8	44.3	10	10	5370318	5370318	537031.8	236863.3	53.74498
3:54:00	57	66.3	44.3	10	10	5011872	5011872	501187.2	229579.5	53.60933
3:55:00	45.7	47.1	44.3	10	10	371535	371535	37153.52	222855.1	53.48022
3:56:00	47.4	52	44.3	10	10	549541	549541	54954.09	223864.6	53.49985
3:57:00	45.2	47	44.3	10	10	331131	331131	33113.11	225845	53.5381
3:58:00	44.2	45.1	43.3	10	10	263027	263027	26302.68	227391.3	53.56774
3:59:00	47.6	53.6	44.3	10	10	575440	575440	57543.99	228698.2	53.59263
4:00:00	45.3	46.9	44.3	10	10	338844	338844	33884.42	229063	53.59955
4:01:00	48.5	54	44.3	10	10	707946	707946	70794.58	229260	53.60328
4:02:00	48.7	51.5	46.3	10	10	741310	741310	74131.02	228996	53.59828
4:03:00	48.3	55	44.3	10	10	676083	676083	67608.3	228635.2	53.59143
4:04:00	45	45.6	44.3	10	10	316228	316228	31622.78	229253.6	53.60316
4:05:00	55.2	64.4	45.3	10	10	3311311	3311311	331131.1	229663.8	53.61093
4:06:00	48	54.3	44.3	10	10	630957	630957	63095.73	230780.1	53.63198
4:07:00	55.5	63.1	45.3	10	10	3548134	3548134	354813.4	232193.6	53.6585
4:08:00	45.7	50.1	44.3	10	10	371535	371535	37153.52	229110.5	53.60045
4:09:00	49.7	56.4	44.3	10	10	933254	933254	93325.43	232054.5	53.6559
4:10:00	46.9	52.3	44.3	10	10	489779	489779	48977.88	240313.2	53.80778
4:11:00	47.1	51.3	44.3	10	10	512861	512861	51286.14	240478.3	53.81076
4:12:00	48.4	56	44.3	10	10	691831	691831	69183.1	240627.8	53.81346
4:13:00	45	46.2	44.3	10	10	316228	316228	31622.78	242578.2	53.84852
4:14:00	47.7	53.6	45.3	10	10	588844	588844	58884.37	247201.7	53.93051
4:15:00	45.3	46.8	44.3	10	10	338844	338844	33884.42	251613.5	54.00734
4:16:00	50.6	58.2	44.3	10	10	1148154	1148154	114815.4	255855.5	54.07995
4:17:00	47.3	53.9	44.3	10	10	537032	537032	53703.18	257191.6	54.10257
4:18:00	45.2	48.5	44.3	10	10	331131	331131	33113.11	258705.6	54.12806
4:19:00	46.3	51.6	44.3	10	10	426580	426580	42657.95	260984.1	54.16614
4:20:00	57.8	65.9	47.3	10	10	6025596	6025596	602559.6	261627.9	54.17684
4:21:00	50.3	58.4	44.3	10	10	1071519	1071519	107151.9	266101.3	54.25047
4:22:00	51.7	58.8	45.3	10	10	1479108	1479108	147910.8	267418.9	54.27192
4:23:00	54.4	63.7	45.3	10	10	2754229	2754229	275422.9	268517	54.28972
4:24:00	45.9	50.4	44.3	10	10	389045	389045	38904.51	269977.9	54.31328
4:25:00	45.2	47.3	44.3	10	10	331131	331131	33113.11	271630.1	54.33978
4:26:00	48.3	55.6	44.3	10	10	676083	676083	67608.3	273487.3	54.36937
4:27:00	45.9	48.3	44.3	10	10	389045	389045	38904.51	273388.2	54.3678
4:28:00	55.2	66.9	44.3	10	10	3311311	3311311	331131.1	274191.4	54.38054
4:29:00	63	72.7	48.3	10	10	19952623	19952623	1995262	269799.3	54.31041
4:30:00	49.9	60.3	44.3	10	10	977237	977237	97723.72	238742.1	53.77929
4:31:00	60.2	69.5	50.3	10	10	10471285	10471285	1047129	240931.4	53.81893
4:32:00	62.9	74.4	50.3	10	10	19498446	19498446	1949845	226882.2	53.558
4:33:00	61.8	72.8	45.3	10	10	15135612	15135612	1513561	196633.1	52.93657
4:34:00	46.1	50.4	44.3	10	10	407380	407380	40738.03	174656.8	52.42185
4:35:00	47.6	51.4	44.3	10	10	575440	575440	57543.99	180925.6	52.575
4:36:00	45.7	48	44.3	10	10	371535	371535	37153.52	190243.1	52.79309
4:37:00	53.2	61.9	44.3	10	10	2089296	2089296	208929.6	203171.1	53.07862
4:38:00	46.7	49.2	46.3	10	10	467735	467735	46773.51	215976.2	53.34406
4:39:00	45.5	48.3	44.3	10	10	354813	354813	35481.34	237167.6	53.75055
4:40:00	48.7	54.8	45.3	10	10	741310	741310	74131.02	239540.1	53.79378
4:41:00	52.4	58.7	46.3	10	10	1737801	1737801	173780.1	242588.5	53.8487
4:42:00	49.7	57.8	46.3	10	10	933254	933254	93325.43	242046.4	53.83899
4:43:00	50.4	58	45.3	10	10	1096478	1096478	109647.8	247438.8	53.93468
4:44:00	54.8	63.6	44.3	10	10	3019952	3019952	301995.2	251004.6	53.99682
4:45:00	56.1	62.7	47.3	10	10	4073803	4073803	407380.3	249789.5	53.97574
4:46:00	47.9	50.3	45.3	10	10	616595	616595	61659.5	245896.1	53.90752
4:47:00	50.5	55.4	46.3	10	10	1122018	1122018	112201.8	262727.1	54.19505
4:48:00	51.3	59.5	45.3	10	10	1348963	1348963	134896.3	266250.3	54.2529
4:49:00	49.7	54.3	47.3	10	10	933254	933254	93325.43	268920.7	54.29624
4:50:00	46.8	48.3	45.3	10	10	478630	478630	47863.01	285639.9	54.55819
4:51:00	58	65.6	46.3	10	10	6309573	6309573	630957.3	291631.9	54.64835
4:52:00	55.5	64.4	45.3	10	10	3548134	3548134	354813.4	288063.8	54.59489
4:53:00	50	55.2	45.3	10	10	1000000	1000000	100000	289425.5	54.61537
4:54:00	49.9	56.5	45.3	10	10	977237	977237	97723.72	294393.9	54.68929
4:55:00	49.9	60.1	46.3	10	10	977237	977237	97723.72	301512	54.79305
4:56:00	52.4	59.2	46.3	10	10	1737801	1737801	173780.1	310894.8	54.92613
4:57:00	51	56.5	46.3	10	10	1258925	1258925	125892.5	313517.3	54.96262
4:58:00	50.2	56.3	46.3	10	10	1047129	1047129	104712.9	317611.4	55.01896
4:59:00	49	55.2	45.3	10	10	794328	794328	79432.82	323843.3	55.10335

5:00:00	46.6	48.7	45.3	10	10	457088	457088	45708.82	328166.8	55.16095
5:01:00	47.4	52.4	45.3	10	10	549541	549541	54954.09	340342.5	55.31916
5:02:00	47.2	49.7	45.3	10	10	524807	524807	52480.75	351781.7	55.46273
5:03:00	50.2	57.3	45.3	10	10	1047129	1047129	104712.9	358525.2	55.5452
5:04:00	47.5	53.3	45.3	10	10	562341	562341	56234.13	362558.9	55.59379
5:05:00	56	64.7	46.3	10	10	3981072	3981072	398107.2	366107.6	55.63609
5:06:00	51.7	57.1	47.3	10	10	1479108	1479108	147910.8	361570.7	55.58193
5:07:00	52.3	58	46.3	10	10	1698244	1698244	169824.4	397286.6	55.99104
5:08:00	53.3	55.7	50.3	10	10	2137962	2137962	213796.2	408319	56.11
5:09:00	57.7	64.3	48.3	10	10	5888437	5888437	588843.7	410274.5	56.13075
5:10:00	47.7	53.3	45.3	10	10	588844	588844	58884.37	404551.7	56.06974
5:11:00	47.8	52	45.3	10	10	602560	602560	60255.96	408603.5	56.11302
5:12:00	52.7	58.6	46.3	10	10	1862087	1862087	186208.7	412189.6	56.15097
5:13:00	54.9	60.8	48.3	10	10	3090295	3090295	309029.5	418676.8	56.21879
5:14:00	55.1	61.8	47.3	10	10	3235937	3235937	323593.7	426765.1	56.30189
5:15:00	54.6	61.2	46.3	10	10	2884032	2884032	288403.2	425278.9	56.28674
5:16:00	52.9	58.3	46.3	10	10	1949845	1949845	194984.5	427916.9	56.31359
5:17:00	51.6	58.8	46.3	10	10	1445440	1445440	144544	428853.7	56.32309
5:18:00	52.3	60	47.3	10	10	1698244	1698244	169824.4	437456.2	56.40935
5:19:00	49.1	52.8	47.3	10	10	812831	812831	81283.05	443173.5	56.46574
5:20:00	59.4	65.7	51.3	10	10	8709636	8709636	870963.6	447337.6	56.50635
5:21:00	52.7	58.7	48.3	10	10	1862087	1862087	186208.7	435524.5	56.39013
5:22:00	53.3	61.2	48.3	10	10	2137962	2137962	213796.2	438472.4	56.41942
5:23:00	55.6	62.3	49.3	10	10	3630781	3630781	363078.1	440556.5	56.44002
5:24:00	51.4	56	48.3	10	10	1380384	1380384	138038.4	450059.4	56.5327
5:25:00	51.6	57.9	46.3	10	10	1445440	1445440	144544	453951.1	56.57009
5:26:00	47.9	49.5	46.3	10	10	616595	616595	61659.5	464184.9	56.66691
5:27:00	49.4	52.6	46.3	10	10	870964	870964	87096.36	471705	56.7367
5:28:00	48.3	52.8	47.3	10	10	676083	676083	67608.3	475900.8	56.77516
5:29:00	51.2	54.8	47.3	10	10	1318257	1318257	131825.7	486304.5	56.86908
5:30:00	53.6	57.5	49.3	10	10	2290868	2290868	229086.8	492854.2	56.92718
5:31:00	53.1	59.7	47.3	10	10	2041738	2041738	204173.8	539368.6	57.31886
5:32:00	51.3	56.8	48.3	10	10	1348963	1348963	134896.3	543241	57.34993
5:33:00	52.9	57.2	49.3	10	10	1949845	1949845	194984.5	545911.4	57.37122
5:34:00	56.2	62.7	49.3	10	10	4168694	4168694	416869.4	548998.1	57.39571
5:35:00	57.9	63.5	50.3	10	10	6165950	6165950	616595	548685.4	57.39323
5:36:00	59.1	70	49.3	10	10	8128305	8128305	812830.5	543927.7	57.35541
5:37:00	59.9	69.1	50.3	10	10	9772372	9772372	977237.2	543318	57.35054
5:38:00	61.2	68.7	48.3	10	10	13182567	13182567	1318257	548501.5	57.39178
5:39:00	52.5	55.9	50.3	10	10	1778279	1778279	177827.9	532049.4	57.25952
5:40:00	54.1	58.7	50.3	10	10	2570396	2570396	257039.6	538244.6	57.3098
5:41:00	51.5	55.1	48.3	10	10	1412538	1412538	141253.8	546603.6	57.37672
5:42:00	56.2	61.1	51.3	10	10	4168694	4168694	416869.4	573887.4	57.58827
5:43:00	55.1	60.2	50.3	10	10	3235937	3235937	323593.7	580802.3	57.64028
5:44:00	53.6	57.9	50.3	10	10	2290868	2290868	229086.8	583204.6	57.65821
5:45:00	52.4	54.7	50.3	10	10	1737801	1737801	173780.1	595673.8	57.75008
5:46:00	60.3	69.5	50.3	10	10	10715193	10715193	1071519	611913.4	57.8669
5:47:00	55.1	60.4	49.3	10	10	3235937	3235937	323593.7	603005.2	57.80321
5:48:00	54.7	60.6	51.3	10	10	2951209	2951209	295120.9	608880.1	57.84532
5:49:00	60.4	69.6	52.3	10	10	10964782	10964782	1096478	613552	57.87851
5:50:00	56.1	60.8	51.3	10	10	4073803	4073803	407380.3	614859	57.88776
5:51:00	56.2	61.4	52.3	10	10	4168694	4168694	416869.4	617228.4	57.90446
5:52:00	56.4	62.4	50.3	10	10	4365158	4365158	436515.8	622354.5	57.94038
5:53:00	56	65.5	50.3	10	10	3981072	3981072	398107.2	677001.8	58.3059
5:54:00	57.2	61.6	52.3	10	10	5248075	5248075	524807.5	683913.8	58.35001
5:55:00	58.2	66	49.3	10	10	6606934	6606934	660693.4	689029.7	58.38238
5:56:00	55.2	61.5	50.3	10	10	3311311	3311311	331131.1	685293.5	58.35877
5:57:00	55.7	63.9	49.3	10	10	3715352	3715352	371535.2	691042.6	58.39505
5:58:00	56.8	63.6	49.3	10	10	4786301	4786301	478630.1	692468.5	58.404
5:59:00	55.3	59.6	48.3	10	10	3388442	3388442	338844.2	692468.5	58.404
6:00:00	58.9	68.8	49.3	10	10	7762471	7762471	776247.1	694265.9	58.41526
6:01:00	58.7	68	50.3	10	10	7413102	7413102	741310.2	694567.2	58.41714
6:02:00	56.6	66.7	50.3	10	10	4570882	4570882	457088.2	700070.7	58.45142
6:03:00	55.4	62.8	47.3	10	10	3467369	3467369	346736.9	701824.9	58.46229
6:04:00	54.3	57.9	50.3	10	10	2691535	2691535	269153.5	708983.4	58.50636
6:05:00	51	55.4	47.3	10	10	1258925	1258925	125892.5	722772.2	58.59001
6:06:00	63.6	71.2	48.3	10	10	22908677	22908677	2290868	737340.6	58.67668
6:07:00	59.2	63.9	51.3	10	10	8317638	8317638	831763.8	717434.1	58.55782
6:08:00	55.2	62.8	50.3	10	10	3311311	3311311	331131.1	716214.4	58.55043
6:09:00	53.9	62.4	49.3	10	10	2454709	2454709	245470.9	715079.3	58.54354
6:10:00	54.8	61.1	50.3	10	10	3019952	3019952	301995.2	728043	58.62157
6:11:00	54.4	58.8	50.3	10	10	2754229	2754229	275422.9	757831.3	58.79573
6:12:00	57.6	64.8	51.3	10	10	5754399	5754399	575439.9	762191.5	58.82064
6:13:00	59	67.3	50.3	10	10	7943282	7943282	794328.2	764674.8	58.83477
6:14:00	53.7	60.7	50.3	10	10	2344229	2344229	234422.9	759054.1	58.80273
6:15:00	56.5	63.5	50.3	10	10	4466836	4466836	446683.6	768084.5	58.85409
6:16:00	54	59.5	50.3	10	10	2511886	2511886	251188.6	792397.4	58.98943
6:17:00	58.2	65.5	50.3	10	10	6606934	6606934	660693.4	796373.9	59.01117
6:18:00	57.1	62.4	51.3	10	10	5128614	5128614	512861.4	836867.3	59.22657
6:19:00	55.2	60.8	51.3	10	10	3311311	3311311	331131.1	850290.6	59.29567
6:20:00	52.1	55.9	49.3	10	10	1621810	1621810	162181	869997.7	59.39518
6:21:00	55.6	62.1	50.3	10	10	3630781	3630781	363078.1	879093.8	59.44035
6:22:00	55.3	60.8	51.3	10	10	3388442	3388442	338844.2	890097.4	59.49438

6:23:00	59.7	71.2	53.3	10	10	9332543	9332543	933254.3	898966.1	59.53743
6:24:00	55.7	60.7	51.3	10	10	3715352	3715352	371535.2	890687.1	59.49725
6:25:00	58.8	64.8	52.3	10	10	7585776	7585776	758577.6	912154.6	59.60068
6:26:00	57.1	62.8	50.3	10	10	5128614	5128614	512861.4	929840	59.68408
6:27:00	55.3	59.2	50.3	10	10	3388442	3388442	338844.2	947707.2	59.76674
6:28:00	58.4	64.7	51.3	10	10	6918310	6918310	691831		
6:29:00	57.2	62.6	53.3	10	10	5248075	5248075	524807.5		
6:30:00	64.8	73.4	51.3	10	10	30199517	30199517	3019952		
6:31:00	56.4	59.7	52.3	10	10	4365158	4365158	436515.8		
6:32:00	54.7	58.4	50.3	10	10	2951209	2951209	295120.9		
6:33:00	55.8	59.4	51.3	10	10	3801894	3801894	380189.4		
6:34:00	56	59.4	52.3	10	10	3981072	3981072	398107.2		
6:35:00	55.2	58.8	51.3	10	10	3311311	3311311	331131.1		
6:36:00	58.9	65.6	52.3	10	10	7762471	7762471	776247.1		
6:37:00	61.1	67	53.3	10	10	12882496	12882496	1288250		
6:38:00	55.2	60.5	53.3	10	10	3311311	3311311	331131.1		
6:39:00	57.4	61.5	54.3	10	10	5495409	5495409	549540.9		
6:40:00	58.8	64	52.3	10	10	7585776	7585776	758577.6		
6:41:00	62.5	66.8	57.3	10	10	17782794	17782794	1778279		
6:42:00	59.2	62.4	53.3	10	10	8317638	8317638	831763.8		
6:43:00	56.7	60.7	52.3	10	10	4677351	4677351	467735.1		
6:44:00	59.9	66.3	55.3	10	10	9772372	9772372	977237.2		
6:45:00	60.6	66.8	52.3	10	10	11481536	11481536	1148154		
6:46:00	57.3	61.1	54.3	10	10	5370318	5370318	537031.8		
6:47:00	58.3	65	53.3	10	10	6760830	6760830	676083		
6:48:00	57.6	63.5	53.3	10	10	5754399	5754399	575439.9		
6:49:00	60.7	66.3	51.3	10	10	11748976	11748976	1174898		
6:50:00	57.4	60.7	51.3	10	10	5495409	5495409	549540.9		
6:51:00	58.6	62	55.3	10	10	7244360	7244360	724436		
6:52:00	65.7	75.6	55.3	10	10	37153523	37153523	3715352		
6:53:00	59.1	68.4	54.3	10	10	8128305	8128305	812830.5		
6:54:00	59.2	68.3	52.3	10	10	8317638	8317638	831763.8		
6:55:00	56.4	63.7	52.3	10	10	4365158	4365158	436515.8		
6:56:00	58.3	63.1	54.3	10	10	6760830	6760830	676083		
6:57:00	56.6	63.4	51.3	10	10	4570882	4570882	457088.2		
6:58:00	56.8	61.5	52.3	10	10	4786301	4786301	478630.1		
6:59:00	56.5	61.6	52.3	10	10	4466836	4466836	446683.6		
7:00:00	59	65.6	53.3	10	10	7943282	7943282	794328.2		
7:01:00	60.3	68.2	52.3	0	0	1071519	1071519	1071519		
7:02:00	57.5	60.6	52.3	0	0	562341	562341	562341.3		
7:03:00	58.9	62.9	54.3	0	0	776247	776247	776247.1		
7:04:00	60.4	63.1	55.3	0	0	1096478	1096478	1096478		
7:05:00	60	66.7	53.3	0	0	1000000	1000000	1000000		
7:06:00	60.4	67.1	56.3	0	0	1096478	1096478	1096478		
7:07:00	58.8	61.6	55.3	0	0	758578	758578	758577.6		
7:08:00	54.2	56.8	51.3	0	0	263027	263027	263026.8		
7:09:00	60.1	64.7	55.3	0	0	1023293	1023293	1023293		
7:10:00	63.2	70.7	56.3	0	0	2089296	2089296	2089296		
7:11:00	57.3	60.6	53.3	0	0	537032	537032	537031.8		
7:12:00	58.6	62.1	53.3	0	0	724436	724436	724436		
7:13:00	56.6	60.8	53.3	0	0	457088	457088	457088.2		
7:14:00	58.9	62.8	55.3	0	0	776247	776247	776247.1		
7:15:00	62.8	68.5	55.3	0	0	1905461	1905461	1905461		
7:16:00	56.9	59.9	54.3	0	0	489779	489779	489778.8		
7:17:00	64.9	72.1	55.3	0	0	3090295	3090295	3090295		
7:18:00	61.2	68.3	54.3	0	0	1318257	1318257	1318257		
7:19:00	61.8	65.1	54.3	0	0	1513561	1513561	1513561		
7:20:00	58.5	65.8	54.3	0	0	707946	707946	707945.8		
7:21:00	60.1	65.3	53.3	0	0	1023293	1023293	1023293		
7:22:00	59.4	62.8	54.3	0	0	870964	870964	870963.6		
7:23:00	56.4	57.9	54.3	0	0	436516	436516	436515.8		
7:24:00	62.2	67.6	55.3	0	0	1659587	1659587	1659587		
7:25:00	62.6	72.7	55.3	0	0	1819701	1819701	1819701		
7:26:00	62	65.8	56.3	0	0	1584893	1584893	1584893		
7:27:00	60	63.2	55.3	0	0					
7:28:00	58.6	64.8	53.3	0	0					
7:29:00	58.3	62.4	53.3	0	0					

End of 24 hours

*Appendix G*  
*Traffic Study*

# **TRAFFIC AND PARKING IMPACT ANALYSIS SANTA CLARA FAMILY RESOURCES COURTHOUSE**

## **I. INTRODUCTION, PROJECT LOCATION AND BACKGROUND**

At the request of the Administrative Office of the Courts (AOC), State of California, Crane Transportation Group has analyzed traffic issues associated with the proposed Santa Clara Family Resources Courthouse. The project site is located approximately 0.2 miles northeast of State Route 87 (Guadalupe Parkway) and 1.0 mile northwest of Interstate 280. North Market Street, East St. James Street, North First Street, and Devine Street border the project site. The site is immediately northwest of the existing Historic Courthouse and Downtown Superior Court Courthouse. A site vicinity map is included as **Figure 1**.

The project site is comprised of several parcels, totaling approximately 1.8 acres. It is in use as a 222-space parking lot. The County owns most of the parcels, and the County and Superior Court share use of the County's portions of the parking lot. The Valley Transportation Authority owns one parcel of the proposed site, where public parking is allowed. A private party owns two additional parcels on the block, but the privately owned parcels are not part the courthouse project. **Figure 2** provides a site diagram.

The following land uses are immediately adjacent to the project site:

- North: private office buildings and a condominium complex;
- East: a parking lot and vacant commercial building;
- South: the Downtown Superior Court Courthouse and Historic Courthouse; and
- West: San Jose Fire Station 1.

The purpose of the project is to provide a new courthouse facility for the Superior Court. The project's objectives are to:

- Consolidate judicial operations from other facilities into one facility;
- Replace outdated, worn, and undersized buildings,
- Relieve the Court's current shortage of space, and
- Provide space for new judicial services and improved facilities with better internal security and access for judicial staff and the public.

For purposes of this analysis text, the “north,” “south,” “east,” and “west,” designations for city roadway names have been omitted.

The AOC proposes to acquire several parcels from the County, construct a new 20-courtroom courthouse on the consolidated parcels, and operate the courthouse for the Superior Court of California, County of Santa Clara (Superior Court). The new courthouse will replace the existing facilities shown in **Table 1**.

**Table 1. SUPERIOR COURT’S LEASED FACILITIES IN SAN JOSE AND SUNNYVALE FAMILY COURTS**

Facility	Address	Function	Notes
Superior Court Administration	111 W. St. John Street	Office space	10,577 BGSF
Terraine Courthouse (10 courtrooms)	115 Terraine Street	Drug Court	44,680 BGSF with 10 courtrooms
Park Center Plaza Family Court (6 courtrooms)	170 Park Center Plaza	Family Court	29, 703 BGSF with 6 courtrooms
Notre Dame Courthouse (2 courtrooms)	99 Notre Dame Avenue		14,004 BGSF with 2 courtrooms
Probate Investigators	111 W. St. John Street	Office space	4,442 BGSF
Sunnyvale Family Courts (2 courtrooms)			

The new San Jose Family Courthouse would consolidate the currently dispersed courtrooms and administrative space into the proposed new building and provide court support space for court administration, court clerk, court security operations, holding areas for in-custody detainees, and building support space.

Since the AOC is the project’s lead agency and is acting for the State of California on behalf of the Judicial Council of California, local governments’ land use planning and zoning regulations do not apply to the proposed courthouse project. The site lies within the Downtown Primary Commercial Zoning District (DC District). Properties located within the DC District are not subject to any on-site parking minimums or minimum setback requirements.

The AOC will base the design of the new courthouse on its Principles of Design for California Court Buildings, and will apply the following codes and standards: California Building Code (edition in effect as of the commencement of schematic design phase of a particular court project); California Government Code, California Code of Regulations, Title 24; California Energy Code, Americans With Disabilities Act; American Disability Act Accessibility Guidelines (Section 11); and Division of the State Architect’s Access Checklist.

The AOC plans to acquire the site in mid-2009, begin construction in mid 2012, complete construction in mid 2014, and begin operation in August 2014. After completion of the new courthouse, the Superior Court will vacate the current leased facilities.



Major work tasks for this traffic analysis consisted of:

- Conduct of weekday AM peak period traffic counts at five intersections immediately adjacent to the project site, expected to be affected by courthouse traffic in Downtown San Jose.
- Conduct of weekday AM peak period traffic counts at the five driveways providing access to the project site (driveways serving the existing 222-space parking lot).
- Conduct of weekday on-street and off-street parking demand surveys within walking distance of the project site, from 7:00 AM to 5:00 PM, on two survey days.
- Survey of existing courthouse staff and visitors on a peak activity day to determine times of arrival and departure, mode of travel, parking location (if applicable) and trip origins and destinations.
- Determination of the future year 2014 Base Case (without courthouse project) traffic volumes at the four signalized study intersections.
- Projection of weekday AM peak hour trip generation associated with the proposed courthouse in consultation with city, county and state representatives.
- Distribution of the project traffic to the five study intersections.
- Determination of whether the proposed location of the courthouse would negatively impact operation of the signalized intersections analyzed.
- Determination of whether the net new parking demand for the courthouse would exceed

## SUMMARY

1. AM peak hour operating conditions (levels of service) at the four signalized analysis intersections are acceptable, operating at or better than LOS C (minimum acceptable is LOS D, per City standard for intersections outside the Downtown Core). However, intersections in the City's Downtown Core are not subject to this standard, and are reported for informational purposes, only.
2. The following improvements are planned within the near vicinity of the project in the analysis time period:<sup>1</sup>
  - Reconfiguration of Julian Street as part of the Vandenberg Housing Project.
  - Return of two-way traffic flow for St James Street east of 4<sup>th</sup> Street.
  - Begin construction of Downtown San Jose BART Station.
3. Future (year 2014 - without project) operation at the four signalized study intersections would continue at or better than LOS C
4. The proposed project would be expected to generate at most, on a peak activity day during the AM peak commute traffic hour, 721 inbound and 72 outbound trips. These trips would be dispersed to and from all directions surrounding the site, based upon origin/destination information obtained through surveys of courthouse staff and visitors.
5. Year 2014 Base Case + project operating conditions (levels of service) at each signalized study intersection for the weekday AM peak hour will continue at or better than LOS C.
6. The proposed courthouse project does not include closure of any public through street that is currently used for emergency services, and would not be expected to interfere with any adopted emergency response plan. Therefore, no significant impacts are anticipated to emergency service access.
7. The state architect has allocated a total of 20 spaces for judicial and executive staff parking on the project site. Other net new parking due to the project can be accommodated on-street and in parking lots and garages within the walking area of the project site. **Appendix A** shows parking resources in the project site vicinity.

---

<sup>1</sup> Laura Wells, Department of Transportation, City of San Jose, e-mail and telephone communications, July, 2009.

### **III. SETTING**

#### **A. ROADWAYS AND INTERSECTIONS**

*Regional access is provided to the project site vicinity by the following facilities:*

The State Route 87 freeway connects with SR 85 in south San Jose and to US 101 near the San Jose Airport. SR 87 also has connections with major east-west arterials and expressways throughout San Jose. A connection from SR 87 to Downtown San Jose is provided via a full interchange at Julian Street – West St James Street.

*The following roadways provide primary circulation routes within the project site vicinity:*

West St. James Street is a two-lane, one-way eastbound street extending between SR 87 and North First Street. East of North First Street, the roadway is named East St James Street, and is a one-way eastbound facility, however, the roadway is planned to be returned to two-way service east of 4<sup>th</sup> Street within the next year. East St James Street extends eastward to its terminus at North 19<sup>th</sup> Street. Fronting the project site, East St James Street is one-way eastbound, with on-street parking on both sides, curbs, gutters and sidewalks, and two-way driveway access to the project site (Market /St James parking lot). East St James Street has signalized intersections with Market Street, First Street and Second Street.

Market Street is a north-south four-lane roadway that runs from Bassett Street to West San Carlos Street. North of Bassett Street, Market Street becomes Coleman Avenue. South of the I-290 Freeway, Market Street merges with South First Street at Reed Street, and extends southward as South First Street. Fronting the project site, North Market Street has on-street parking, curbs, gutters and sidewalks, and no driveway access to the project site (Market /St James parking lot). Market Street has a side street stop sign controlled intersection with Devine Street, and a signalized intersection with St James Street.

First Street is a one-lane, one-way northbound street between San Carlos Street and Julian Street. From San Carlos Street to Julian Street, the Guadalupe Light Rail Transit (LRT) line runs along the east side of First Street. North of Julian Street, First Street transitions to a two-way roadway that is divided by the Guadalupe LRT line. Fronting the project site, First Street has curbs, gutters and sidewalks, and no on-street parking. There is a two-way driveway connecting to the project site (Market/St James parking lot). First Street is signalized at its intersection with Devine Street. >>>

Second Street is a two-lane, one-way southbound street between Jackson Street and the I-280 freeway. It has curbs, gutters and sidewalks, and on-street parking on both sides. Second Street is signalized at its intersection with East St James Street.

Devine Street is a two-way east-west street extending between Terraine Street and North Second Street. Fronting the project site, Devine Street has curbs, gutters and sidewalks, and on-street parking on both sides. There is a two-way driveway connecting to the project site (Market/St

James parking lot) and a two-way driveway connecting to the underground parking garage serving a large condominium complex located across Devine Street (north) from the project site.

## **B. EXISTING AND FUTURE BASE CASE (YEAR 2014 - WITHOUT PROJECT) TRAFFIC VOLUMES**

### **1. EXISTING CONDITIONS**

Weekday traffic counts were conducted at the request of Crane Transportation Group on a Wednesday in mid-May, 2009 from 7:00 – 9:30 AM at the following intersections:

- Market Street/ St James Street
- St James Street/ First Street
- St James Street/ Second Street
- First Street/ Devine Street
- Devine Street/Market Street

Since the courts generally end daily sessions prior to the weekday ambient PM peak traffic hour, analysis was not performed for this time period.

**Figure 1** shows the roadway system, **Figure 3** shows AM peak hour traffic volumes at all analyzed locations and **Figure 4** shows intersection geometry and control. The ambient peak traffic hour was determined to be 7:45 to 8:45 AM.

The court's projected morning peak traffic hour (associated with start of court activity and support services) was found to overlap with the morning ambient peak traffic hour (7:45 – 8:45) along Market Street, St James Street and First Street.

### **2. FUTURE CONDITIONS (YEAR 2014)**

Year 2014 Base Case (without project) traffic projections were developed for the five intersections for one analysis time period (AM peak hour). This planning horizon was chosen for analysis as it is anticipated that if approved, the court would be constructed and operating by 2014. Growth rates utilized to factor existing counts to year 2014 conditions were based upon a 2 % per year growth rate . Resultant year 2014 AM peak hour volumes for the study area roadway network are shown on **Figure 5**.

## C. METHODOLOGY

### 1. INTERSECTION LEVEL OF SERVICE

***Signalized Intersections.*** The City of San Jose level of service methodology is based on the Highway Capacity Manual (HCM) method for signalized intersections. Signalized intersection operation is evaluated using the 1985 HCM Operations Method and TRAFFIX software (Santa Clara Module). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system. Signalized intersection operation is graded based upon two different scales. The first scale employs a grading system called Level of Service (LOS) which ranges from Level A, indicating uncongested flow and minimum delay to drivers, down to Level F, indicating significant congestion and delay on most or all intersection approaches. The Level of Service scale is also associated with a control delay tabulation (year 2000 Transportation Research Board [TRB] *Highway Capacity Manual* [HCM] operations method) at each intersection. The control delay designation allows a more detailed examination of the impacts of a particular project. Greater detail regarding the LOS/control delay relationship is provided below.

**Table 2. SIGNALIZED INTERSECTION LOS CRITERIA**

Level of Service	Average Control Delay (Seconds/Vehicle)
A	delay $\leq$ 10.0
B+	10.0 < delay $\leq$ 12.0
B	12.0 < delay $\leq$ 18.0
B-	18.0 < delay $\leq$ 20.0
C+	20.0 < delay $\leq$ 23.0
C	23.0 < delay $\leq$ 32.0
C-	32.0 < delay $\leq$ 35.0
D+	35.0 < delay $\leq$ 39.0
D	39.0 < delay $\leq$ 51.0
D-	51.0 < delay $\leq$ 55.0
E+	55.0 < delay $\leq$ 60.0
E	60.0 < delay $\leq$ 75.0
E-	75.0 < delay $\leq$ 80.0
F	delay > 80.0

*Source: Santa Clara Valley Transportation Authority Congestion Management Program – Transportation Impact Analysis Guidelines*

**Minimum Acceptable Standard.** The City of San Jose uses LOS D as the minimum acceptable operation at signalized intersections, however, this standard does not apply in San Jose’s Downtown Core.

## D. EXISTING (WITHOUT PROJECT) INTERSECTION OPERATION

### 1. INTERSECTION LEVEL OF SERVICE

**Table 3** shows existing operating conditions (levels of service) at each signalized intersection for the AM peak hour. During the AM peak hour, all intersections operate acceptably at or better than LOS C.

**Table 3**

### INTERSECTION LEVEL OF SERVICE AM PEAK HOUR

INTERSECTION	EXISTING 2009	Future 2014 Base Case	Future 2014 W/Project
Market Street/ St James Street (Signal)	C+ - 20.6 <sup>(1)</sup>	C+ - 21.3	C - 23.4
St James Street/ First Street (Signal)*	A-8.1 <sup>(1)</sup>	A-8.0	B+ - 10.3
St James Street/ Second Street (Signal)	B+ -10.9 <sup>(1)</sup>	B+ -11.2	B - 12.9
First Street / Devine Street (Signal)*	A - 6.8 <sup>(1)</sup>	A - 8.1	A - 8.1

\* First Street intersections are intermittently interrupted by passage of Light Rail cars which are observed to cause intermittent extensive back-ups and delays. The intersection analysis methodology does not reflect this intermittent activity.

(1) Signalized level of service - average control delay in seconds.

*Methodology: Highway Capacity Manual, Traffix, Santa Clara Module*

*Source: Crane Transportation Group*

## **E. PLANNED IMPROVEMENTS**

City staff state that the following improvements are planned in the project site vicinity within the analysis time period:<sup>2</sup>

- Reconfiguration of Julian Street as part of the Vandenberg Housing Project
- Return of two-way traffic flow for St James Street east of 4<sup>th</sup> Street.
- Begin construction of Downtown San Jose BART Station. The Victory Parking Lot is planned as the construction staging area for the BART project. For this reason, the 450-space Victory Parking Lot is not assumed to be available as a parking resource for this project, or for the project site vicinity.

## **F. YEAR 2014 BASE CASE (WITHOUT PROJECT) INTERSECTION OPERATION**

### **1. INTERSECTION LEVEL OF SERVICE**

**Table 3** also shows future (year 2014) operating conditions (levels of service) at each intersection for the AM peak hour. During the AM peak hour, all intersections will continue to operate acceptably at or better than LOS C.

## **G. PUBLIC TRANSIT ACCESS**

The project site is served by all major transit modes serving Downtown San Jose. There are connections between bus lines, light rail and Caltrain within the Downtown area. The VTA (Valley Transportation Authority) bus lines, the ACE Train (Altamont Commuter Express) commuter rail service, Caltrain commuter rail service, VTA LRT (light rail transit), Amtrak Capitol Corridor Inner-City Rail and Greyhound bus lines serve the Downtown. All modes will be available to visitors to the new courthouse, as they are today. Surveys conducted at the courthouse security-check entrances of all visitors, plus surveys of staff, revealed the following percentages of existing transit use for the three family courthouses in Downtown San Jose.

Staff and visitor use of alternatives to the automobile (i.e, light rail, bus, bicycle, walking or combination of these) for access to work in the existing Downtown San Jose family courthouses:

Park Center Plaza Courts: Staff: 8%, Visitors: 14%  
Notre Dame Courthouse: Staff: 9%, Visitors: 19%  
Terraine Courthouse: Staff: 18%, Visitors: 25%

---

<sup>2</sup> Laura Wells, Department of Transportation, City of San Jose, e-mail and telephone communications, July, 2009.



## **H. EXISTING PARKING DEMAND**

The following summarizes parking demand for the Santa Clara Family Courts determined through surveys conducted May 20, 2009 of the Park Center Plaza, Notre Dame and Terraine Courts facilities in San Jose. **Table 4 (a and b)** summarizes available parking within walking distance of the project site, based two days of surveys conducted May 20 and 21, 2009. Appendix Figures A-1 through A-12 provide a block-by-block record corresponding to the on-street parking data presented in **Table 4**. **Table 5** provides the total parking demand for all Superior Court facilities proposed to be consolidated based on survey data (summarized below for each court facility).

### **1. 170 Park Center Plaza Family Courts:**

#### **Staff:**

Total staff: 114.

Required parking: 92% of staff responding to the written survey.

Profile of arrivals: All arrived between 8:00 and 9:00 AM.

If all 114 staff reported to work on the same day, a projected 105 parking spaces would be required.

#### **Public:**

Total visitors per court administration's daily average: 740.

Required parking: 86% of visitors responding to the written survey.

Profile of arrivals/departures: Arrivals begin just before 8:00 AM when the court opens, and last arrivals occur before 3:00 PM. The duration of stay is less than 1 hour for about 70% of visitors, with an additional 20% staying less than 2 hours. Other than at 8:00 AM, when the maximum number of visitors require parking (i.e., a projected 300 spaces can be required), for all other hours, demand is less than 30% of the parking required for the day (i.e., about 190 parking spaces). Visitors were observed to arrive and leave throughout the morning and early afternoon in a somewhat steady flow, with the majority having short-duration visits.

On an average day, with 740 visitors, the aggregate parking demand for the day is about 635 spaces, with a demand for 190 spaces during any one hour after 9:00 AM.

### **2. Notre Dame Courthouse:**

#### **Staff:**

Total staff: 39.

Required parking: 91% of staff responding to the written survey.

Profile of arrivals: All arrived by 8:00 or before 9:00 AM.

If all 39 staff reported to work on the same day, 36 parking spaces would be required by staff.

**Public:**

Total visitors per court administration's daily average: 435.

Required parking: 81% of visitors responding to the written survey.

Profile of arrivals/departures: Arrivals begin before 8:00 AM, when the court opens. The duration of stay ranges from 2 to 8 hours, with a very few staying only 10 to 20 minutes. For planning purposes, the following pattern of arrivals and duration of stay is assumed:

- 10 % stay 2 hours or less.
- 40 % stay 4 hours
- 40% stay 6 hours
- 10% stay 8 hours

The aggregate parking demand for the day is projected at about 350 spaces. From 8:00 to 10:00 AM, the maximum number of visitors require parking (i.e., 350 spaces could be required). By 10:00 AM until noon, 320 spaces could be required, dropping to about 175 spaces from 12:00 noon to 2:00 PM, then to about 35 spaces by 2:00 PM up to 4:30 or 5:00 PM.

**3. Terraine Courthouse:**

**Staff:**

Total staff: 88.

Required parking: 82% of staff responding to the written survey.

Profile of arrivals: All arrived by 8:00 or before 9:00 AM.

If all 88 staff reported to work on the same day, a projected 72 parking spaces would be required by staff.

**Public:**

Total visitors per court administration's daily average: 774.

Required parking: 75% (based on visitors responding to the written survey).

Profile of arrivals/departures: Arrivals begin before 8:00 AM, when the court opens. The duration of stay averages 2 hours, with a very few staying only 10 to 20 minutes. For planning purposes, the following pattern of arrivals and duration of stay is projected:

- 70 % stay 2 hours.
- 10 % stay 3 hours
- 10% stay 4 hours
- 10% stay 6+ hours

The aggregate parking demand for the day is projected at about 580 spaces. From 8:00 to 10:00 AM, demand can be 100%, or **580 spaces**. By 10:00 AM parking demand can drop to about 175 spaces, and by 12:00 noon, demand decreases to about 60 spaces, with demand decreasing further through the afternoon.

#### **4. Sunnyvale Courthouse:**

##### **Staff:**

Total staff: 16.

Required parking: 92% of staff.

Profile of arrivals: All arrive between by 8:00 or before 9:00 AM.

If all 16 staff reported to work on the same day, a projected 15 parking spaces would be required.

##### **Public:**

Total visitors per court manager's estimate: 220.

Required parking: 86% of visitors.

Profile of arrivals/departures: Arrivals begin just before 8:00 AM when the court opens, with last arrivals occurring before 3:00 PM. The duration of stay is less than 1 hour for about 70% of visitors, with an additional 20% staying less than 2 hours. Other than at 8:00 AM, when the maximum number of visitors require parking (i.e., a potential 190 spaces are required), for all other hours, less than 30% of the parking required for the day (i.e., about 60 parking spaces) are be required. Visitors arrive and leave throughout the morning and early afternoon in a somewhat steady flow, with the majority having short-duration visits.

## **IV. PROJECT IMPACTS**

### ***Significance Criteria***

The following criteria have been used for this study to determine impact significance.

The proposed project would have significant impacts relating to transportation and circulation if it would lead to any of the outcomes listed below:

- The level of service at a signalized intersection degrades from LOS D or Better under existing or future base case conditions to LOS E or F under project conditions.
- The demand for parking would be substantially greater than the parking supply;
- or
- The demand for on-street parking, either through removal of, or increased demand for, existing on-street parking.

### **A. DESCRIPTION OF THE PROPOSED PROJECT**

The courthouse will operate with twenty judicial position equivalents in twenty courtrooms.

Courthouse days and hours of operation will be the same as today: Monday through Friday, 8:00 AM – 5:00 PM. Courthouse vehicular activity will be at maximum levels every day in the morning.

The new San Jose family Courthouse will be a seven-story building plus a roof-top machinery room with a total height of approximately 120 feet. The proposed courthouse will have approximately 195,000 building gross square feet and will house the following departments:

- Family Court (10 Courtrooms);
- Juvenile Dependency Court (4 Courtrooms);
- Drug Court (6 Courtrooms);
- Probate;
- Civil Grand Jury;
- Court Administration, Human Resources, and Finance,
- Family Court Services;
- Court Settlement Unit;
- Child Waiting;
- Self-Help Center;
- In-Custody Central Holding;
- Sheriff's Operation Office; and
- Juvenile Dependency, Drug Court, and Family Court Justice Partners.

The AOC's siting of the proposed courthouse links with St. James Park, the Downtown Superior Court Courthouse, and the Historic Courthouse. It includes two intersecting building wings—the

first wing has a two-story open plaza with three stories above the plaza, and the second wing is a seven-story courtroom block. The first wing will house public functions such as the Clerks, Family Court Services and Justice Partners. The second wing will include courtrooms, administrative functions, and a mechanical equipment penthouse.

### ***Transportation To and From the New Courthouse***

The new courthouse will front on St James Street. It will have a maximum of 20 parking spaces accessed via Devine Street, reserved for judicial officers and executives. All public access will be pedestrian access via the St James main access.

A sallyport will be located on the north side of the building to accommodate Sheriff's buses. Sheriff's buses will enter and exit via a driveway connection to Devine Street.

### ***Public Transit Access***

The project site will continue to be served by all major transit modes serving Downtown San Jose, described in the setting section. All modes will be available to visitors to the new courthouse, as they are today. Surveys conducted at the courthouse security-check entrances of all visitors, plus surveys of staff, revealed the following percentages of existing transit use for the three family courthouses in Downtown San Jose.

**Staff and visitor use of alternatives to the automobile (i.e, light rail, bus, bicycle, walking or combination of these) for access to work in the existing Downtown San Jose family courthouses:**

Park Center Plaza Courts: Staff: 8%, Visitors: 14%  
Notre Dame Courthouse: Staff: 9%, Visitors: 19%  
Terraine Courthouse: Staff: 18%, Visitors: 25%

The courts intend to increase percentages of public transit use in the future.<sup>3</sup>

## **B. PROJECT TRIP GENERATION<sup>4</sup>**

The following depicts *inbound courthouse traffic* on a theoretical Monday morning in August 2014 during the ambient traffic commute peak hour (7:45 – 8:45 AM), when the courts would be constructed and in use. The theoretical day intentionally presents a peak activity period scenario,

---

<sup>3</sup> Susan Garcia, Director, Superior Court – Facilities/Security/General Services, memorandum, June, 2009.

<sup>4</sup> The new courthouse will include services that are now spread around the area. For example, today a parent may choose to put a child in the child care center and then have to drive to Family Court ( some blocks away) to attend a hearing --and then return. A defendant in Drug court would have to go to another facility to be drug tested before returning to court to have a hearing. A parent in dependency court with a related matter in Family Court would have to go to a different courthouse to retrieve an order or obtain a new one, etc. All of these services will be in the new court house so that these multiple trips can be eliminated – statement by , Superior Court Judge Loftus, July 14, 2009, e-mail communication.

and is based primarily on current courthouse operations in Downtown San Jose as determined by surveys at the security checkpoints at each Downtown Family courthouse.

Peak traffic generation could occur due to full-schedule operation of family courts and full staff presence. The following describes transportation and parking at the project site (New Family Courthouse).

## **1. DESCRIPTION OF TRANSPORTATION AND PARKING AT THE NEW FAMILY COURTHOUSE**

### *Auto Access and Parking*

Visitors accessing the new courthouse would, in general, travel the same routes as they currently travel to access the three family courthouse locations in Downtown San Jose (i.e., the Notre Dame, Terraine and Park Center Plaza courts). This is a key element of the traffic study for this project: most of the traffic that would be accessing the new courthouse is *currently on the roadway system, whether arriving from within the city, or driving from somewhere in the region*. The routes followed today to access existing family courts in Downtown San Jose would be the same routes followed to access the new facility, and the majority of parking choices for visitors would be within the same area of the downtown as is available today.

The administrative component of the new family courthouse would be transferred from facilities so close to the project site, as to result in no net new traffic or parking demand. Parking for administrative uses could continue as occurs today. The “net new” project-generated traffic is conservatively considered to include all Sunnyvale family courts staff and visitors, all Park Center Plaza courthouse staff and visitors, plus all staff from the Terraine and Notre Dame courthouses.

Today, the Park Center Plaza courthouse staff park in spaces reserved for court employees in the City View Garage (an underground garage serving the Park Center Plaza). Since the Park Center Plaza and City View Garage are outside the “walking area” of the project site, all staff and visitors to this, the largest of the courts to be transferred, are considered “net new” traffic and are considered to represent a “net new” parking demand in the immediate project site vicinity. Currently, the majority of Notre Dame courthouse staff park in spaces adjacent the Notre Dame courthouse building, while Terraine courthouse staff park in spaces adjacent the Terraine courthouse or in a nearby employee parking lot. However, once the Notre Dame and Terraine courthouses are vacated, parking available to these facilities will (presumably) be transferred to the new tenant(s) of these buildings; thus, for purposes of this study, all Notre Dame and Terraine courthouse staff trips and parking demand are considered “net new” to the project site vicinity. Staff from all three downtown facilities will likely park in the City of San Jose Market/San Pedro Garage or another lot or garage in the near vicinity of the project site (the location of staff parking has not yet been determined).

Once in the immediate vicinity of the project site, arriving drivers (staff and visitors) may choose to pass by one or more of the roads adjacent, or nearby the new courthouse prior to parking in the same vicinity as currently used for Terraine and Notre Dame courthouse visitors today (see **Figure 6**). For this reason, and to present a conservative analysis, the majority of projected “net

new” project traffic is shown to be newly added to the intersections analyzed for this study: Market Street/ St James Street, St James Street/First Street, St James Street/Second Street, First Street/Devine Street and Devine Street/Market Street.

Visitors would park, then access the courthouse as pedestrians via the public entrance fronting along St. James Street, while the majority of staff would access the courthouse as pedestrians using either the public entrance or staff entrance located on the north side of the courthouse fronting along Devine Street. The 20 justices assigned to the new courthouse, and some of the executive staff, as well as delivery and maintenance vehicles, would have access via Devine Street and would use either the on-site surface parking (22 spaces) or underground parking (18 spaces).

## 2. INBOUND PROJECT TRAFFIC

The following depicts *inbound courthouse traffic* on a **theoretical** Monday morning in **May 2014** during the ambient traffic commute peak hour (7:45 – 8:45 AM), when the courts would be constructed and in use. The theoretical day intentionally presents a peak activity period scenario, and is based primarily on current courthouse operations at the existing (dispersed) family courts in downtown San Jose.

Peak traffic generation would occur due full-schedule operation of family courts when staff reporting to work are at maximum. There would be *no jury calls* associated with these courts.

### ***Net New Staff Arrivals***

It is assumed that the majority of court staff would arrive at or before 8:00 AM, with a few arriving later, but no later than 8:30 AM @ 1 vehicle per staff member. Staff would consist of:

72 (formerly arriving at the Terraine Court)  
39 (formerly arriving at the Notre Dame Court)  
105 (formerly arriving at the Park Center Plaza Court)  
15 (formerly arriving at the Sunnyvale Court)

**231 Total Net New Staff Vehicle Arrivals** (this takes into account alternative modes of transportation per current use data [written survey responses] for these courts).

**Total New New Staff Arrivals 7:45 - 8:45 AM: 231 vehicles**

### ***Net New Visitor Arrivals***

It is assumed that the majority of visitors would arrive between 8:00 and 9:00 AM, as currently occurs. Visitors would consist of:

300 (formerly arriving at the Park Center Plaza Court)  
190 (formerly arriving at the Sunnyvale Court)

**490 Total Net New Visitor Vehicle Arrivals** - this takes into account alternative modes of transportation per current use data (i.e., written survey responses) for these courts.

**Total Net New Staff + Visitor Arrivals 7:45 - 8:45 AM: 721 vehicles**

### **3. OUTBOUND PROJECT TRAFFIC**

Outbound traffic is projected at 10 percent of inbound, or **72 vehicle trips**, attributable to outbound maintenance vehicles and drop-offs (i.e., the outbound trip from having dropped off a staff member or visitor), as well as brief, early visits to the courthouse for picking up and filing papers, counseling, consultations and appointment scheduling.

### **4. INBOUND PLUS OUTBOUND PROJECT TRAFFIC**

The proposed project would be expected to generate at most, on a peak activity day during the AM peak commute traffic hour, **721 inbound and 72 outbound trips**.

## **C. PROJECT TRIP DISTRIBUTION**

**AM Peak Hour (7:45 – 8:45) Trip Distribution of peak activity day:  
721 inbound trips, 72 outbound trips**

### **TRIPS TO/FROM THE COURTHOUSE (BASED ON ALL SURVEY RESPONSES)**

**60 % to/from within San Jose, distributed as follows:**

20% to/from north

12% to/from east

13% to/from south

15% to/from west

**40% to/from region, distributed as follows:**

15% to/from north

7% to/from east

8% to/from south

10 % to/from west

The project increment of trips are shown on **Figure 6**, while future 2014 + Project Volumes are shown on **Figure 7**.

## **D. INTERSECTION OPERATION**

### **1. INTERSECTION LEVEL OF SERVICE**

**Table 3** shows year 2014 Base Case + project operating conditions (levels of service) at each signalized intersection for the weekday AM peak hour. During the AM peak hour, all intersections will continue to operate at or better than LOS C, thus, the project is considered to result in **no significant impacts to intersection operation**.



## **E. EMERGENCY ACCESS.**

The AOC's development of the project site will conform to recommendations of the Superior Court of California (County of Santa Clara), the Santa Clara County Sheriff's Department, and the City of San Jose Fire Department to ensure adequate emergency access. The proposed project does not include closure of any public through street that is currently used for emergency services, and would not be expected to interfere with the adopted emergency response plan. Therefore, **no significant impacts are anticipated.**

## **F. PARKING DEMAND AND SUPPLY**

**Table 6** projects the total maximum transferred parking demand due to the proposed project. At the maximum project parking demand time of day (8:00 – 9:00 AM), with a minimum total available 334 on-street parking spaces (9:00 AM) and minimum 1,396 parking spaces in lots and garages open to the public (9:00 AM), the project's potential net new (transferred) 9:00 AM demand of 809 parking spaces within walking distance of the project site can be accommodated, along with displaced parking from facilities such as the Victory parking lot (once BART station construction commences). For this reason, this study concludes that the project's parking impacts will be **less than significant.**

**TABLE 4a**  
**SURVEY OF PARKING DEMAND**  
**WITHIN WALKING DISTANCE OF THE PROJECT SITE**  
**WEDNESDAY, MAY 20 AND THURSDAY, MAY 21, 2009**

**ON-STREET SPACES**

Location	Total On-Street Parking Supply Within Walking Distance of the Project Site (Zones 1, 2 and 3) = 834 spaces	Occupied Parking Spaces (see Figures A-1 through A-12 for block-by-block detail )											
		7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
		5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21
ZONE 1	294 spaces	70	73	90	153	135	163	117	110	80	103	65	98
ZONE 2	259 spaces	157	145	161	142	207	161	184	154	134	140	142	147
ZONE 3	281 spaces	104	68	149	205	212	228	226	248	178	174	238	272
TOTAL OCCUPIED SPACES		331	286	400	500	554	552	527	527	392	417	445	517
TOTAL AVAILABLE SPACES		503	548	434	334	280	282	307	307	442	417	389	317
PERCENTAGE OF ON-STREET PARKING SPACES AVAILABLE IN ZONES 1, 2 AND 3 (1)		60%	66%	52%	40%	34%	34%	37%	37%	53%	50%	46%	38%

(1) Rounded up or down to the nearest 1 percent.

Source: Crane Transportation Group

**TABLE 4b. SURVEY OF AVAILABLE OFF-STREET (PARKING LOT AND GARAGE) PARKING SPACES  
WITHIN WALKING DISTANCE OF THE PROJECT SITE**

PARKING LOTS AND GARAGES	TOTAL PARKING SPACES AVAILABLE TO THE PUBLIC (NOT UNDER LEASE AGREEMENT)	AVAILABLE SPACES											
		7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
		5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21
MARKET ST/ SAN PEDRO GARAGE	1,356 (1)	767	788	739	723	705	681	667	665	705	663	707	662
3RD ST/ ST JOHN GARAGE	To be determined	238	244	220	223	181	207	191	200	301	312	377	335
MARKET ST/ ST JAMES LOT (NE CORNER – PROJECT SITE)	222 spaces – mix of public and private	26	23	201	197	191	196	200	198	177	187	57	68
MARKET ST/ ST JAMES LOT (SW CORNER)	100 (2) (Comm Towers #1 Most spaces leased – 47 available to public)	39	42	26	16	23	29	22	25	26	27	28	30
ST JAMES/ SAN PEDRO LOT (U-SHAPE LOT)	219 (2) (Comm Towers #2)	174	180	68	49	60	30	49	57	46	82	71	102
NOTRE DAME /ST JOHN LOT	99 (1)	81	75	48	49	53	59	59	52	66	58	87	85
CARLYSLE/ ALMADEN LOT	126 (2)	113	118	77	81	66	81	60	69	61	84	76	85
2 <sup>ND</sup> ST/ ST JAMES LOT	127 (2)	122	119	98	58	61	55	56	61	58	58	85	79
TOTAL SPACES													
TOTAL SPACES AVAILABLE IN PARKING LOTS AND GARAGES		1,560	1,589	1,477	1,396	1,340	1,338	1,304	1,327	1,440	1,471	1,488	1,446

(1) Source: Susan Garcia, Director, Superior Court – Facilities/Security/General Services (2) Susie Brauer, Property Manager \* Includes on-street parking spaces on both sides of the street. Does not include the following parking facilities: 1. Terraine Courthouse Employee Parking (will not be available after court moves); 2. Notre Dame Courthouse Employee Parking (will not be available after court moves); 3. Victory Parking Lot (soon to be unavailable due to BART project); 5. 225 West Santa Clara Garage (largely leased); 6. City View Garage (too far away from project site).  
Source: Crane Transportation Group



**TABLE 5**  
**TOTAL PARKING DEMAND AT EXISTING FAMILY COURTS**

**WEDNESDAY MAY 20, 2009**

COURTHOUSE		TOTAL PARKING DEMAND					
		8:00 AM	9:00 AM	11:00 AM	1:00 AM	3:00 PM	5:00 PM
<b>170 PARK CENTER PLAZA FAMILY COURT - 7 courts</b>	<b>STAFF</b>	105	105	105	105	105	105
	<b>VISITORS</b>	300	190	190	190	190	190
<b>NOTRE DAME COURTHOUSE</b>	<b>STAFF</b>	36	36	36	36	36	36
	<b>VISITORS</b>	350	350	320	175	35	35
<b>TERRAINE COURTHOUSE</b>	<b>STAFF</b>	72	72	72	72	72	72
	<b>VISITORS</b>	580	580	175	60	50	40
<b>SUNNYVALE FAMILY COURTS – 2 courts</b>	<b>STAFF</b>	15	15	15	15	15	15
	<b>VISITORS</b>	190	190	60	60	60	60
<b>TOTAL DEMAND</b>	<b>STAFF + VISITORS</b>	1648	1538	973	713	563	553

*Source: Crane Transportation Group*

**TABLE 6**  
**NET NEW PARKING DEMAND IN VICINITY OF PROJECT SITE**  
**(DEMAND TRANSFERRED FROM EXISTING FACILITIES BY TIME OF DAY)**

COURTHOUSE		TOTAL TRANSFERRED PARKING DEMAND					
		8:00 AM	9:00 AM	11:00 AM	1:00 AM	3:00 PM	5:00 PM
<b>170 PARK CENTER PLAZA FAMILY COURT - 6 courts *</b>	<b>STAFF</b>	105	105	105	105	105	105
	<b>VISITORS</b>	300	190	190	190	190	190
<b>NOTRE DAME COURTHOUSE</b>	<b>STAFF**</b>	36	36	36	36	36	36
	<b>VISITORS***</b>	0	0	0	0	0	0
<b>TERRAINE COURTHOUSE</b>	<b>STAFF**</b>	72	72	72	72	72	72
	<b>VISITORS***</b>	0	0	0	0	0	0
<b>SUNNYVALE FAMILY COURTS - 2 courts *</b>	<b>STAFF</b>	15	15	15	15	15	15
	<b>VISITORS</b>	190	190	60	60	60	60
<b>PROJECT SITE DISPLACED PARKING</b>	<b>ALL PARKING DEMAND</b>	190	201	191	200	177	57
<b>TOTAL DEMAND</b>	<b>STAFF + VISITORS</b>	908	809	669	478	478	478

\* Assumes all current activity at these courts will be net new to the project site vicinity.

\*\* Staff parking lots in current use at the Notre Dame and Terraine courts will not be available after these courts are transferred to the new facility.

\*\*\* No net new visitors; visitors will park within the area currently used for visitor parking.

*Source: Crane Transportation Group*



- |  |  |
|--|--|
| 1 Historic Courthouse, Downtown Courthouse, Leased Space           | 2 Notre Dame Courthouse                    |
| 3 Terraine Courthouse  | 4 Market/San Pedro Parking Garage          |
| 5 Victory Parking Lot  | 6 2nd St/St James Parking Lot              |
| 7 Market St/St James Parking Lot (SW Corner - Community Towers #2) | 8 San Pedro/St James (Community Towers #2) |
| 9 3rd St/St James Parking Garage                                   | 10 Notre Dame/St John Parking Lot          |
| 11 Carlyle/Terraine Lot  | 12 170 Park Center Plaza Courthouse        |

Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

**Figure 1**  
**Area Map**

Not To Scale



SITE PLAN TO BE DETERMINED

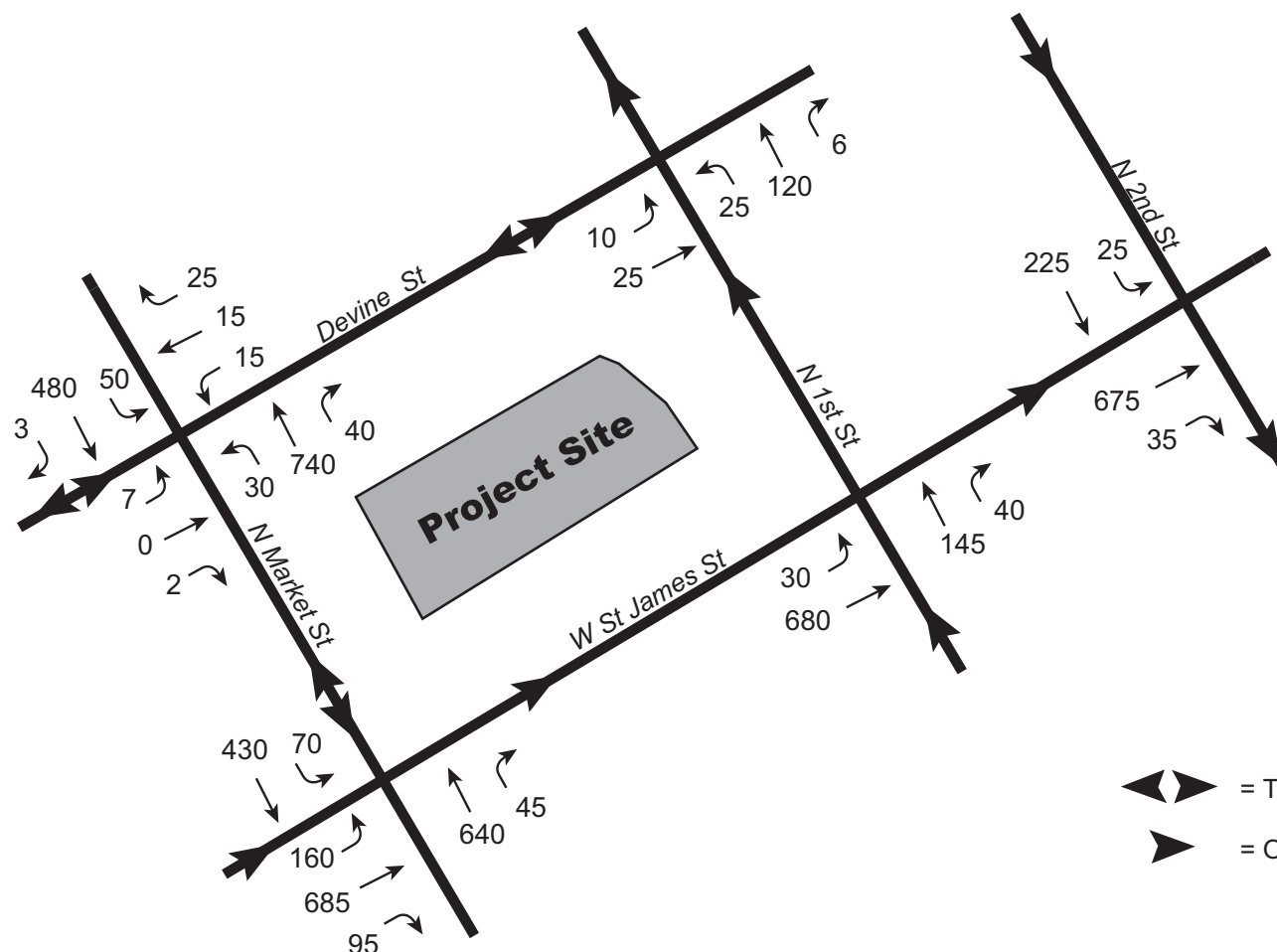


CRANE TRANSPORTATION GROUP

**Figure 2**  
**Site Diagram**



Not To Scale



Source - Crane Transportation Group

Santa Clara Family Resources Courthouse Traffic Study

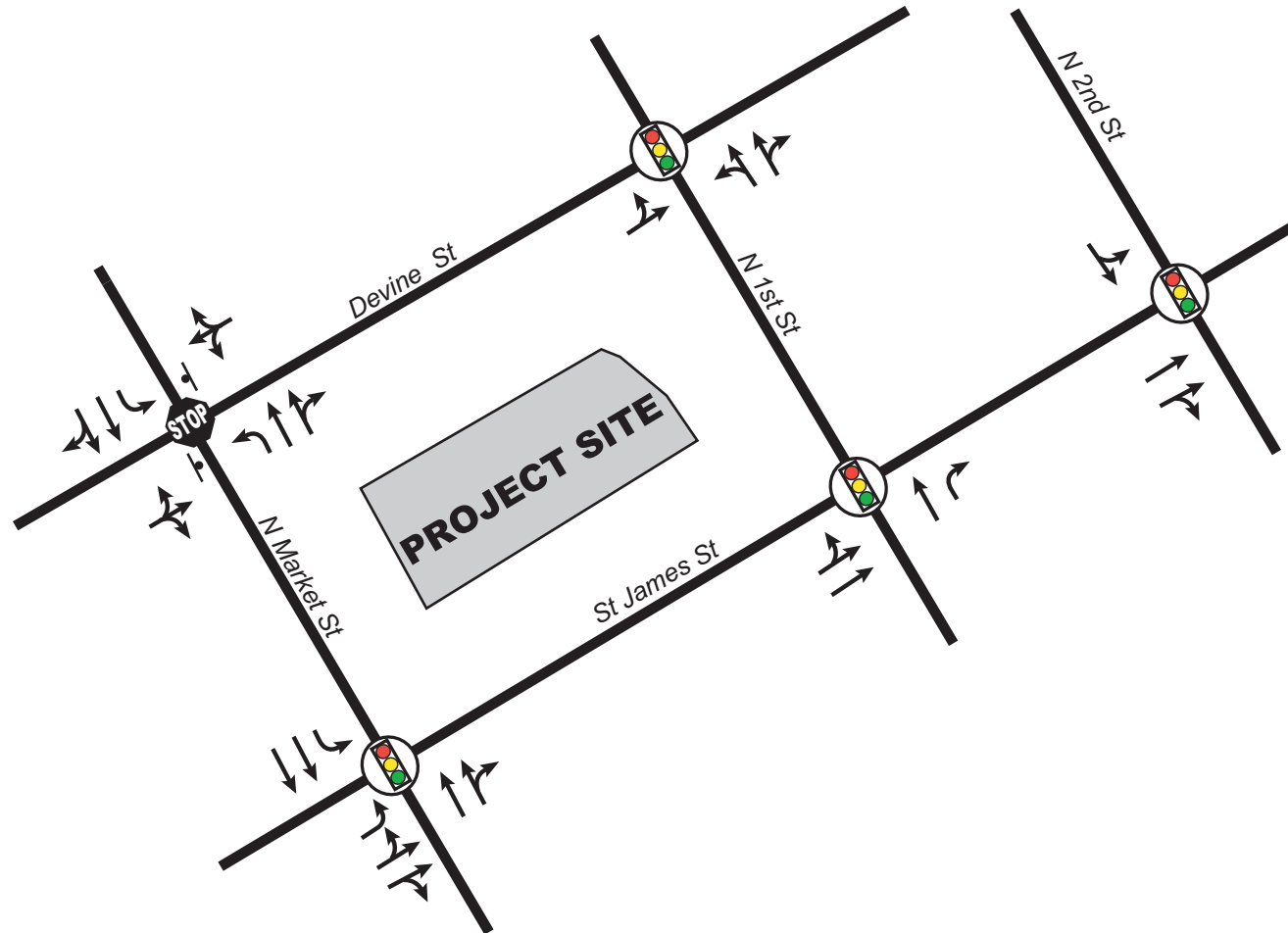


CRANE TRANSPORTATION GROUP

**Figure 3**

**Existing Base Case (Without Project)  
AM Peak Hour Volumes**

Not To Scale



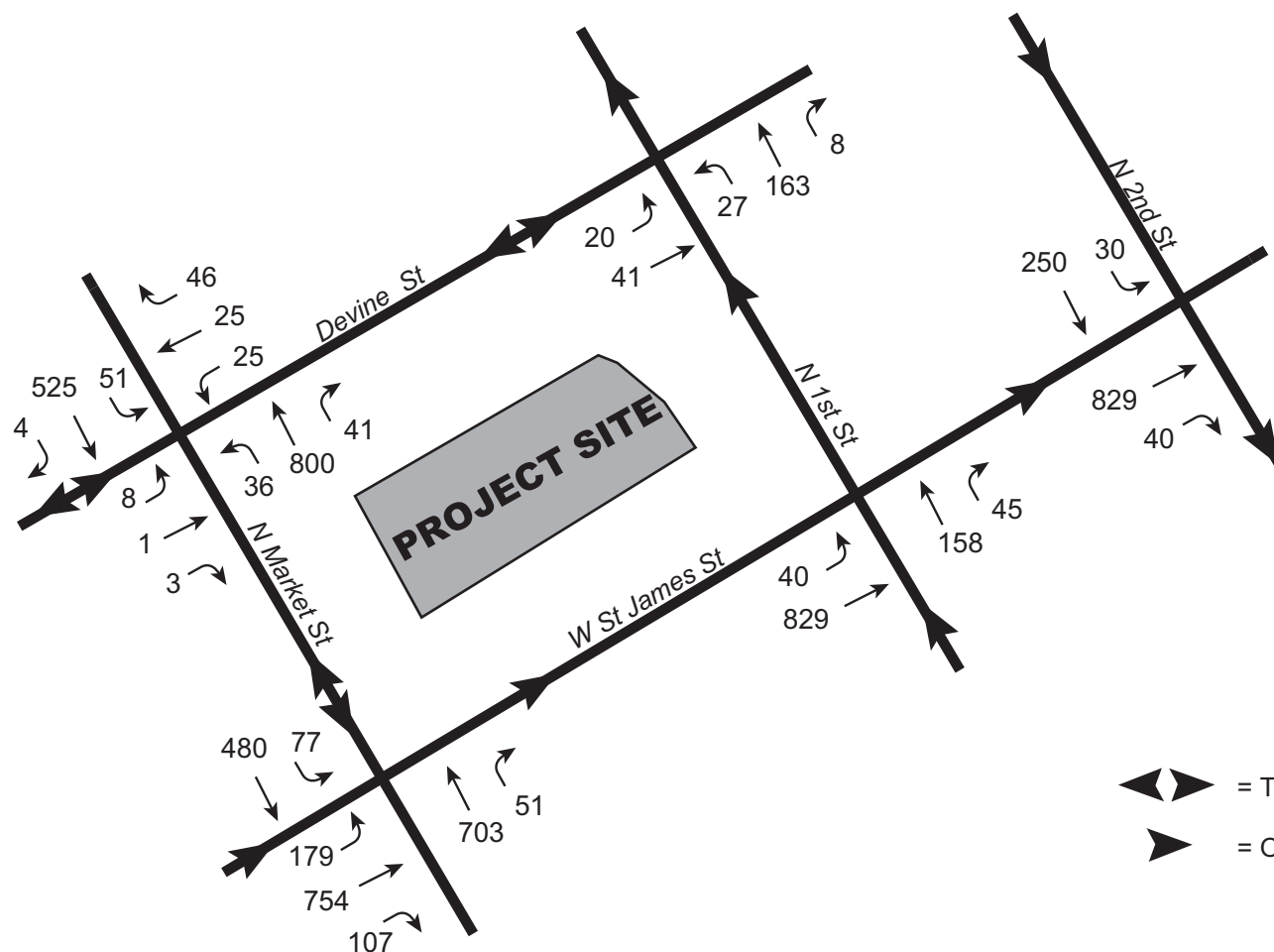
Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

**Figure 4**  
**Lane Geometrics**  
**and Intersection Control**

Not To Scale



◄◄ = Two way street  
 ► = One way street

Source - Crane Transportation Group

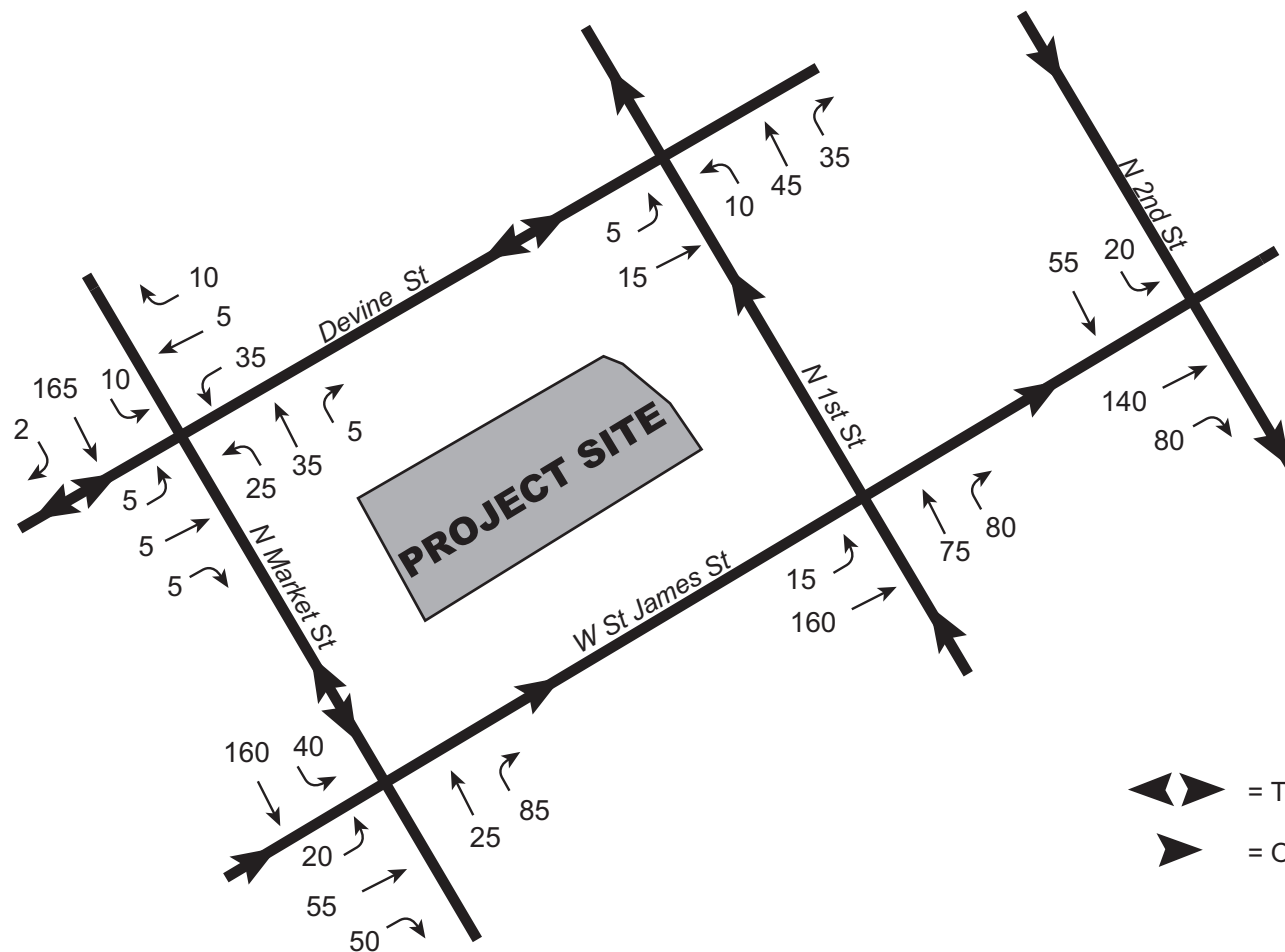
Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

**Figure 5**  
**Year 2014 Base Case (Without Project)**  
**AM Peak Hour Volumes**

Not To Scale



◄◄ = Two way street  
 ► = One way street

Source - Crane Transportation Group

Santa Clara Family Resources Courthouse Traffic Study

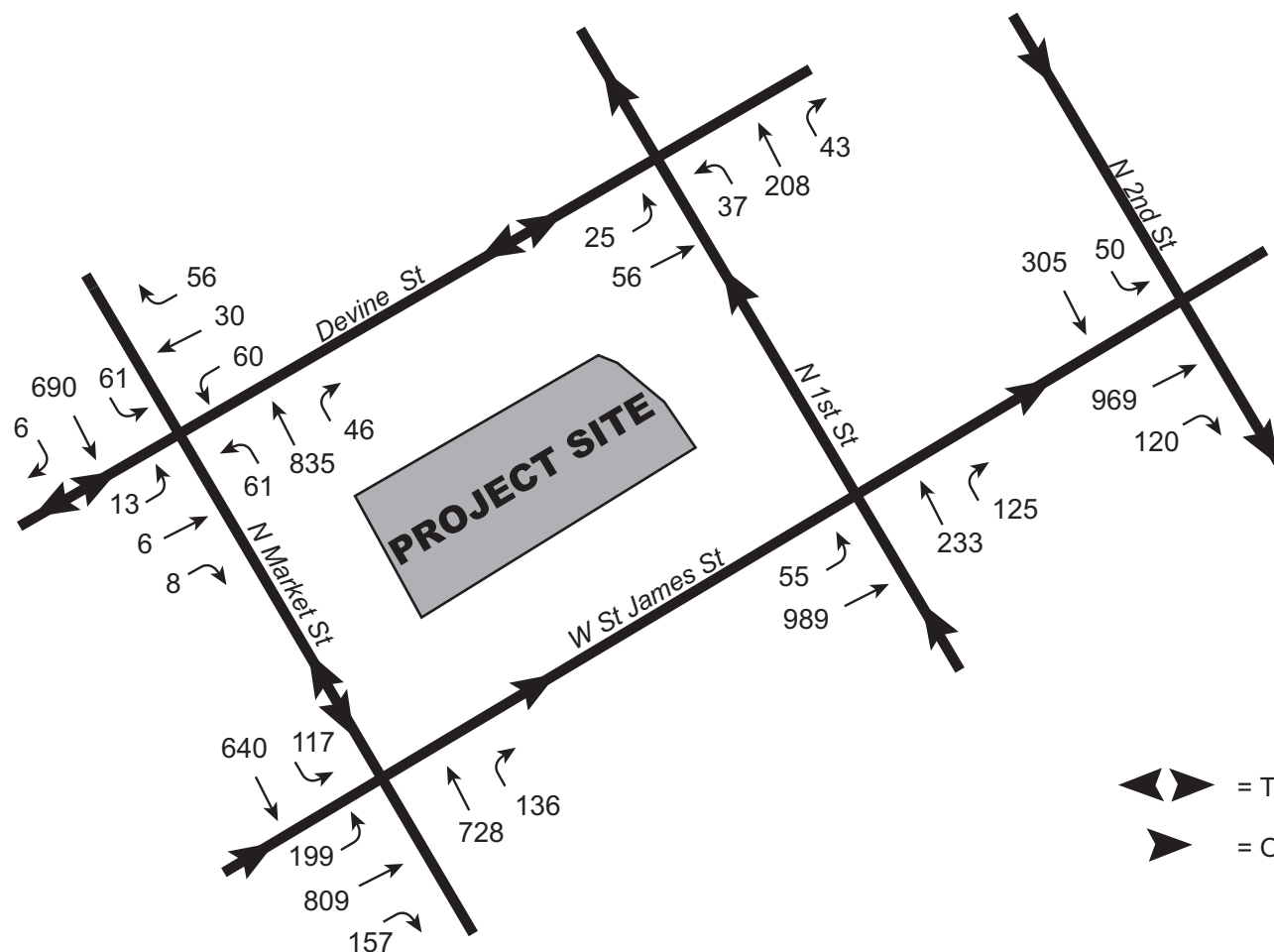


CRANE TRANSPORTATION GROUP

**Figure 6**

**AM Peak Hour Project Increment**

Not To Scale



Source - Crane Transportation Group

Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

**Figure 7**

**Year 2014 Base Case+ Project  
AM Peak Hour Volumes**

# *Appendix H*

## *Mitigation Monitoring Plan*

*[placeholder until after Public Comment Period]*